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LOMA PRIETA EARTHQUAKE OCTOBER 17, 1989

I - 880

CYPRESS STREET VIADUCT
STRUCTURE COLLAPSE

VOLUME - IIIB

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Loma Prieta earthquake,
October 17, 1989 :
c1990.

The 1989 Loma Prieta Earthquake

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880 CYPRESS STRUCTURE COLLAPSE - INTRODUCTIONINTRODUCTION - VOLUME IIIB

At the direction of M. J. Hannigan, Commissioner of the California Highway Patrol, a special investigation team was established to document the earthquake induced collapse of the portion of the I-880 Nimitz Freeway known as the Cypress Street Viaduct. This special investigation team was officially formed on October 26, 1989, and began operation on October 30, 1989.

PURPOSE

The purpose of the special investigation team was to identify, collect and document factual information relating to the following specific areas:

1. Traffic flow on the Cypress Structure at the time of its collapse.
2. Identification and location of each vehicle on, or adjacent to, the Cypress Structure that was damaged as a consequence of its collapse.
3. To identify the extent of damage to all vehicles and other property directly, or indirectly, associated with the collapse of the Cypress Structure.
4. Identification and location of the drivers and passengers of each of the vehicles identified in item number 2, above.
5. Identification of all parties injured or killed as a direct, or indirect, consequence of the collapse of the Cypress Structure. To include the date, time and cause of death and extent of injuries to each victim identified in item number 4, above.
6. To interview and document the statements of all survivors of the Cypress Structure collapse as identified in items number 4 and 5, above.
7. To identify, locate, interview and document the statements of witness to the collapse of the Cypress Structure.
8. To collect the data necessary to prepare a factual description of the collapse of the Cypress Structure and its effect on the vehicles and their occupants who were on, or adjacent to, the structure when it collapsed.

OBJECTIVE

It is not the intent, nor is it the objective of this report to determine, or address, the cause, or causes, of the collapse of the Cypress Structure. The primary responsibility of this report is to provide for the factual documentation of the evidence related to the collapse of the structure, and to describe, as accurately as possible, the sequence of events taking place just prior to, and during, the structure collapse.

PURPOSE - VOLUME IIIB

Volume IIIB contains the transcribed and summarized statements of 29 involved drivers and passengers who were northbound on the lower deck of the Cypress Structure when it collapsed. This volume also contains the transcribed statements of the nine (9) involved drivers or vehicle owners who were on surface streets immediately adjacent to the Cypress Structure when it collapsed. This is the fourth volume of a six volume set.

I-880 CYPRESS STRUCTURE COLLAPSE - INTRODUCTION

EDITED TRANSCRIPTS

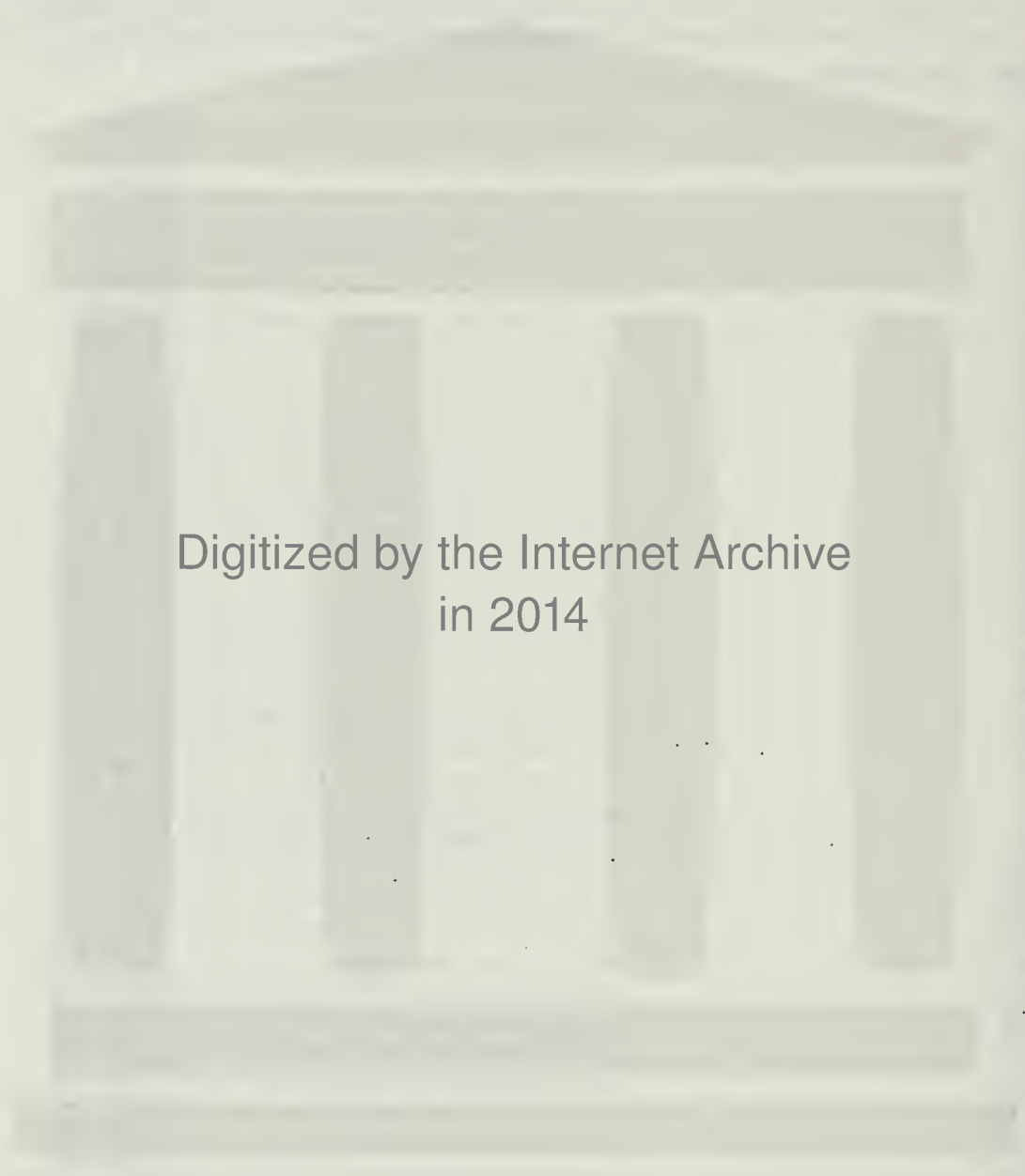
The transcripts of the tape recorded interviews presented in this volume have been edited to remove extraneous comments, utterances, or other verbal sounds that had no bearing on the information being exchanged during the interview. No attempt was made to correct grammar or to correct the improper use of words. The body of each interview represents our best effort to provide an accurate, word for word, transcript of the verbal exchange between the interviewer(s) and the person(s) being interviewed.

VOLUME IIIB

TRANSCRIBED STATEMENTS - NORTHBOUND AND SURFACE STREETS PARTIES

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D-51, , was interviewed by Investigator Paul Wong, #8736, on November 6, 1989, at approximately 1140 hours. The interview was conducted at the CHP Oakland Office. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

PW: Investigator Paul Wong, CHP

BP:

JM: Jim Mingle, CHP

CM: (interpreter for

Some of the questions/remarks by Investigator Wong are translated by CM to BP, then BP's response are translated back to PW by CM. Only the English responses are shown.

PW: I have your permission to tape record this interview?

BP: Yeah.

PW: Your last name, spell it again?

BP:

PW: What is your current address,

BP: My address?

PW: Yeah.

BP:

PW: Your date of birth?

BP: 9/18/48.

PW: Your driver's license is?

BP:

PW: That's On October 17, 1989, you were driving the 75 Volvo sedan?

BP: Yeah.

PW: What color is that car, sir?

BP: Blue.

PW: The license on that is

BP: Right.

PW: The car is registered to who?

BP:

PW:

BP: Yeah.

PW: She lives in El Cerrito?

BP: Yeah.

PW: where were you seated.

CM: Well, I was a passenger of the car.

PW: Where?

CM: On the right side.

PW: Right front?

CM: Right front.

PW: Let's back track a little. Before the earthquake happened, lets say five minutes back, where were you people coming from?

BP: I come from Alameda going to Richmond.

PW: Were you working there or just getting off work?

BP: Working there.

PW: Where did you enter the freeway?

BP: By the tunnel from Alameda to Oakland.

PW: may I call you

BP: Yeah.

PW: Do you travel that freeway often?

BP: No.

PW: How many times have you driven that freeway?

BP: How many times?

PW: Yes.

BP: All the time. Always.

PW: Do you drive everyday?

BP: Everyday.

CM: Yeah. Because he work in Alameda.

PW: You were going northbound on the lower deck?

BP: Yeah.

PW: When you entered the freeway, how fast were you going?

BP: 40, 45.

PW: That's all? Was there a lot of traffic?

BP: I don't like to drive fast, against the law.

PW: Was there a lot of traffic?

BP: No. He tell me what happened, there are no cars? Only people go to the baseball.

PW: Do you know what lane you were driving on, there are four lanes?

BP: #3 lane, the one next to the slow lane.

PW: Did you notice any of the cars around you? Do you remember any cars in front of you?

BP: Yeah.

PW: What kind of cars?

BP: A red car, a pickup truck, small.

PW: How many people in the pickup?

BP: One people 45, 50 years old. Male.

PW: What nationality?

BP: I don't know.

PW: The pickup was to your left?

BP: On my left side?

PW: Right, the pickup was on your left?

BP: Right. On my left side.

PW: Which lane? One, two?

BP: Two.

PW: The number two lane. Was he in front or behind you?

BP: Me here and he's right here.

PW: You indicate that he is to the left rear. You were a little bit ahead of him?

BP: Yeah. Another car, gold, passed me. A red car too. Passed me.

PW: Changed in front of you?

BP: Yeah.

PW: You indicate that he's going faster and changed lane from the #2 lane in front of you and he was in front of you at that time when he changed lanes, to the #3 lane. you and were in the ... was where?

CM: Back.

PW: What side of the seat was she sitting?

CM: Right rear, sleeping.

PW: Which way was her head facing?

CM: I don't remember.

PW: The head, on left side or right side?

CM: I don't remember.

PW: Do you remember where you were when the earthquake struck? Where were you? Do you know exactly where you were on the freeway?

BP: You know the project houses?

PW: The project houses, yeah.

BP: We are almost ...

PW: You indicate that you were right adjacent to the projects?

BP: Right.

PW: That's where you were when the earthquake started? What's the first thing that you felt?

BP: I feel that my tire is flat. Then, the car go to the side.

PW: You indicate that your car go to the right, toward the #4 lane.

BP: Yeah.

PW: How much did you move over?

BP: Not too much.

PW: What happened after that?

BP: Then, my, tell me no. I see the ...

CM: They asked you where your car go?

BP: To the right.

CM: What you feel first?

BP: Huh?

PW: Let him try to answer. If he don't understand the question, then help him with it. You felt the car moving to the right?

BP: Yeah.

PW: Did you feel it come back to the left?

BP: I did.

PW: You did? How many times back and forth?

BP: I think only once.

PW: Once to the right and then back?

BP: Yeah.

PW: At that time, did you know that it was an earthquake or did you still think it was your tire?

BP: I think that it's the tire but when I see the road like ...

PW: The road that you're driving on right?

BP: Yeah, like this.

PW: You indicate up and down motion with your hands.

BP: I don't think nothing. No. I could only ...

PW: You saw the road going up and down near you or away from you? Coming toward you or what?

BP: No.

PW: You indicate coming toward you from north to south?

BP: Uh-huh.

PW: Was it pretty erratic? Very rough? You saw it up and down?

BP: Yeah. I see the columns, one like this and one like this. I see the ...

PW: You indicate the column on the side of the freeway?

BP: Yes. I see in the front.

PW: Right. How far in front? Like a football field?

BP: Was far.

PW: You saw first, what the top part of the column go out?

BP: I see ... no ... where I was I see all the cement go like this and like this.

PW: You indicate with your hand it went, the column went out and then folded in.

BP: Uh-huh.

JM: Then, what happened when the columns collapsed? That was in front of you some distance, you saw a number of these columns when they were coming at you falling?

BP: Yeah.

JM: You're describing from north to south you saw them collapsing, coming towards you?

BP: Yeah. Only, I feel that when ... one sound ... boom.

JM: From the deck? One sound?

BP: Yeah.

PW: Let me go back. You saw the columns collapse? That's after you saw the freeway go up and down?

BP: At same time.

PW: At the same time?

BP: Yeah. I look at the same time.

PW: The freeway collapsed. One big boom!

BP: In my ceiling in the car ... boom.

PW: Then what happened?

BP: Then, he stay here ... throat in the window. A little space in the window.

PW: When you saw the freeway go up and down did you hit your brakes? Did you step on your brakes at all? You slowed down?

BP: When I go in the freeway?

PW: When you saw boom, boom, collapsing what did you do to the car? Did you slow down?

BP: No, nothing.

PW: Nothing.

BP: Only the piece of cement stopped my car.

PW: So, you ran into the cement?

BP: I am not running. I don't do nothing. I stay here. I don't do nothing. Because the other car who passed me, crash whole piece of cement Crack! On the other car.

PW: Crash on the red pickup?

BP: No, no, at the other car. This I know, for this crush all! Crack!

PW: Crush. The other red car was crushed.

BP: The first days ... I don't remember what is? The substantial? ...

CM: How high.

BP: How high is the road, I don't remember. He say very little. The cement is like this. The old cement is like this and the car is here.

PW: You indicate ... that is the top portion?

BP: Yeah.

PW: It came down at an angle and you were right underneath?

BP: Yeah. I go to the other side.

PW: About how high? About two feet?

BP: I think so. I am told.

PW: When the car stopped, everybody in the car were wearing seat belts, right?

BP: Yeah.

PW: How about

BP: Seat belt too.

PW: Tell me what part of your body got hurt?

BP: The first part of my body was right there.

PW: You indicate your back?

BP: My back.

PW: I see you have a brace on right now.

BP: It is an old one.

PW: Anywhere else?

BP: This is the first injury and the other day I see a in this leg a hematoma like bruise.

PW: Like a bruise on your left thigh.

BP: Yeah.

PW: You got bruised on your upper left arm and left forearm.

BP: Here.

PW: Minor cuts to the forehead.

BP: Yeah uh-huh. Blood.

PW: You got blood coming out of your nose?

BP: Yeah. There was blood inside and I take a ...

PW: So, you banged up your nose pretty bad, huh?

BP: Yeah my nose and if you take your finger here and you look up here.

PW: I can see it. I can see the cuts. Anywhere else were you hurt ?

BP: On this, I got compression.

PW: In your chest area?

BP: In my chest area I got compression, and I bite my ...

PW: Did you see what happened to the other cars that were around you?

BP: No. I don't remember. The red car on my left and the people that passed me and that's it.

PW: How many people were in the red car that passed you that you saw get crushed? Do you recall?

BP: Two.

PW: Two? A male and a female?

BP: I don't know.

PW: There were two people in the front seat?

BP: I think so. I only see two people.

PW: Did you remember seeing people trapped in the cars that were next to you or behind?

BP: No.

PW: How did you get out of the car? How did you get out of the Volvo? How did you get out of the car after the freeway come down?

BP: Through the window.

PW: You came out through the window?

BP: Yeah.

PW: The driver's window?

BP: The driver's window.

PW: You rolled the window down?

BP: No. No. It was already down.

PW: It was already down. All three of you came out the driver's window?

BP: Yeah. The handle can't open the doors either.

PW: You were in pretty good health before the earthquake?

BP: Si.

PW: You don't need glasses to drive do you?

BP: No, I don't need glasses.

PW: You take any medication before the earthquake? Alcohol or anything?

BP: No. No.

CM: He needs a ticket when he drives. You can believe. He drive like he's 55 years old.

PW: Well, that's better to be safe than a little aggressive. Right?

BP: I don't like to drive fast. I take my time.

PW: You want to tell me anything else, that I did not ask you?

BP: We helped the fireman. and I.

PW: Do you remember seeing that car that caught on fire?

BP: Yeah. It was a black car.

PW: It was a black car?

BP: Yeah.

PW: Was there somebody in the car?

BP: No. No. They came out.

PW: Oh, they came out already.

BP: Yeah.

PW: Was she hurt pretty bad?

BP: No. No. She was walking. There was a woman with her giving consolation. I see only her nose was scratched here.

PW: You know where that car came from? Was it on the freeway or was it on the city street already?

BP: The car was sitting like this in the chicken wires.

PW: It wasn't already down on the floor on the city street. It was hanging by the wires?

BP: Yes.

PW: Who helped the lady out?

BP: No. No. I don't see this.

PW: Do you have anything else?

BP: We helped the people in the upper row, Alameda coming from the University, helped with the ... to pick it up and down.

PW: Could you see any cars or people on top?

BP: Yeah. I see this van. A Toyota. One is a big truck.

PW: What color was the truck?

BP: It was white I think.

PW: White truck. How about the van, what color was the van?

BP: I don't remember.

PW: Was this van the one that had all the women from the University in it?

BP: Yeah. I see one woman inside the van. Like this.

PW: Motionless?

BP: I think so, motionless. Yes, I think so. Look like dead. Because I am fireman too.

PW: Did you help with the fire at all?

BP: Yeah.

PW: Do you have your own extinguisher?

BP: No. No. The hose.

PW: The hose from down the street? The fireman got the hose?

BP: Uh-huh.

PW: You assisted the fireman with the hose?

BP: No. I take that alone. Me, alone. Then, the Chief say OK keep it watered.

JM: - - ask him where he got the hose from?

BP: No ...

CM: One fire department man he was doing the fire of the car, and then he run, leave the hose and run; helping somebody in the middle of the freeway so the fire started going again, so he take the hose and he start the fire off.

JM: Was that the same car the woman was in?

CM: I think it was gray color. He say black but I think it was gray.

PW: You're referring to the Honda?

CM: Yes, I remember it was the Honda Civic.

PW: Thank you very much. The interview, I'm going to end it at approximately 1210 hours.

P-51A, , was interviewed by Investigator Jim Mingle, #7207 on November 6, 1989, at approximately 1107 hours. The interview was conducted at the CHP Oakland Office. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

JM: Investigator Jim Mingle, CHP

CM:

JM: will you state your name for the tape please?

CM:

JM: What is your address,

CM:

JM: Which city?

CM: High.

JM: Which city is that in?

CM: Oakland.

JM: Oakland. Do you know the ZIP Code?

CM: No, sir.

JM: How about your home telephone number?

CM: 234- ... I don't remember the other.

JM: What is your date of birth?

CM: 9/12/54.

JM: 9/12/54. Where were you born?

CM: Puerto Rico.

JM: How long have you been in the country?

CM: Oh, I am an American, U. S. citizen.

JM: You're a citizen now?

CM: Sure.

JM: What color are your eyes?

CM: Black.

JM: Your eyes? Or brown?

CM: Black.

JM: How tall are you?

CM: 5'4".

JM: How do you weigh

CM: 155.

JM: Now, I understand that you were a passenger in a car driven by

CM: , uh-huh.

JM: Could you just tell me which direction you were travelling?

CM: We were coming from Alameda going on the way to Richmond.

JM: You were going to Richmond. Just give me a description. Just tell me what occurred.

CM: Oh, we were driving and I was telling my cousin that I am very happy, because no cars were on the freeway at all. Usually at this hour, was maybe in front of my view was three or four cars and behind my mirror was a couple of cars. I say is something strange happening. My cousin told me yes, because there's a baseball game, in San Francisco. When we was in like when we told them we ... reaching the San Francisco line ... on to Berkeley. He was telling me that the car is trying to go into the left side. Jumping the car. So, I told him my cousin ... flat tire and I said ... so suddenly we see the wave of the freeway like this.

JM: You're making a hand motion like a rollercoaster type of thing?

CM: Yes. Like a rollercoaster. This is how it was looking. Like a rollercoaster, when we was watching the car like jumping like a horse ride in Texas. I say, "Oh, flat tire" I tell my cousin.

JM: Is your cousin

CM: No. No. I call cousin like in Spanish. But we no cousin. Now
is father-in-law ... step-father. is step-father of

JM:

CM: Yes.

JM: is a passenger in the car?

CM: Yes, too. He was driving the car too. When we suddenly see the wave and like they coming at us like ... boom. We don't have a change to

reaction. That's only was boom! Then, was like a quiet ... no voices, nothing, only dust, brown dust. No noise, nothing. We coming down.

get off get off. I get off, the cousin told me my soul my soul. He say that, I say shut your month don't say nothing. What's going on in here. We crawl and behind that, we was here behind a red pickup with a white man. Same kind of white like this. The guy have, like a (inaudible). He was acting stupid. A lot of broken teeth ... broken teeth, like that woman say why don't you help him? I can not do it. I had to pull him out 'cause he was very heavy man. A white man. Over here he was wear like a four or five (inaudible) like you with a little white, you know what they call that ...

JM: A pocket cover with pens in it?

CM: Yeah, with four or five things. I never seen an American wear a lot of rings. You know. (inaudible)

JM: He was in a red pickup?

CM: Yes, a red pickup.

JM: Behind you?

CM: No, no. He had his car ...

JM: He was beside you?

CM: Yeah. My car was here and he was right here. He was more damaged. The doors and roof were caved out. Was like a when you try to kill a fly and miss. Suddenly boom. We usually going fast like 55, and this time only 45 ... what we was driving.

JM: Let me ask you some questions. Maybe we can clarify some of this. Do you travel this route ... how often would you say you travel this route? Frequently, often, seldom?

CM: Everyday.

JM: You were travelling northbound?

CM: Yes, going north.

JM: There are four lanes on the freeway. Which lane were you in?

CM: We was in the second. Here is the exit on the right, and we was over here. The car tried to go in that way.

JM: So, you were in the second lane from the right?

CM: Yeah, second lane from the right.

JM: About how fast were you going ... was the car going?

CM: About 45 miles per hour. I remember everything like this.

JM: How many people were in the car?

CM: Three people.

JM: Where were you seated?

CM: Passenger side.

JM: In the right front.

CM: On the right side.

JM: In the right front. Who was driving?

CM: was driving. was sleeping.

JM: Where was then?

CM: was in the back sleeping. He don't say nothing.

JM: She was asleep.

CM: Yeah. She was like lay down, like this, with his head by the little recliner.

JM: Did you just get off work?

CM: Yeah. She picked us up.

JM: owns the car? As reference to a cross street, where were you when the earthquake began as far as a cross street goes?

CM: I don't understand.

JM: You were going north on 880?

CM: Yeah.

JM: As far as a cross street. A reference point?

CM: Oh, well. We was look like at 16th.

JM: 16th?

CM: Look at this. We was behind ... we was here. Up here was a truck with car pool of San Francisco.

JM: A van pool was on top?

CM: Yeah. A white truck. Here was a Honda Civic. A new one, Honda Civic.

JM: So, you were near on the top ... regarding the vehicles that were on the freeway near to you. Now the first one that you mentioned earlier was a red pickup truck.

CM: Yeah.

JM: That was to your left?

CM: Yes, on my side.

JM: To your left side of your car and that pickup was occupied by one man?

CM: Yeah, one man.

JM: He was a heavy set white man?

CM: Yes. Maybe 45 years old.

JM: He was injured severely?

CM: Yeah. He was like a (inaudible). He had no reaction.

JM: No response.

CM: No response. I was like, this is the freeway and here you have the little things, and over here is the street. Over here, I was this side and I say Mister, by the window Mister. He look up like that.

JM: His eyes were open?

CM: Yes, his eyes were open. Yes.

JM: Now, how about any other cars around you? You said on the top was the van?

CM: Yeah. Because this is how, where we got to get off. We jump the freeway.

JM: You got out of the car yourself? Crawled out?

CM: By the window.

JM: All three of you?

CM: All three. Yeah. Even the heavy one was too slow. The same with because was stupid, she was bleeding by the face. He got a lot of cuts. He have cut over here and over his head too. He was bleeding in the head. Only was bleeding. Me, only have this in the nose over here and little scratch.

JM: You're pointing to the bridge of your nose.

CM: This was when I was wear my glasses.

JM: You had glasses on?

CM: Yes, I have glasses on.

JM: Are you required to wear glasses?

CM: No, no, I have on sunglasses. They scratch me, my nose. The only blood I have on my face.

JM: Now we have the red pickup and we have the van that was on top. You saw that when you crawled out?

CM: No, no. I saw these when I was jumping down, and then 10 to 15 minutes we saw a tall Highway Patrol woman with blond one, light brown. One with a walkie-talkie telling about the guys over here. Later come the fire department, this is how we first see a car of the fire department. They were saying he need us on the freeway. My cousin was putting water on the car that was getting fire.

JM: Which car was on fire?

CM: Civic II.

JM: A Honda Civic?

CM: A gray color.

JM: A gray Honda Civic. Is that on the bottom deck or the top?

CM: No, no. They were doing like ... you know how they have the chicken wires (inaudible)

JM: The Honda Civic came off the top maybe.

CM: Look like.

JM: The Honda Civic was on fire?

CM: Yeah, it was on fire.

JM: Who was in that?

CM: One lady and one guy in front with white shirt and tie. He took her out from the window.

JM: He took her out?

CM: Yeah, he took her out. This guys when he took out the lady the car caught on fire.

JM: Was that on the west side of the freeway or the east side of the freeway?

CM: It was like a, warehouse by the left side of the Cypress.

JM: Did you put water on the car?

CM: Me, too. Me, too. But was the first helping the fireman. Because he used to be a fireman too.

JM: Who took the woman out of the car?

CM: The man in front from the office.

JM: With the tie?

CM: In the tie in front. He acted like a Jewish, because I used to live in New York, and he had like a Jewish accent. Then, the fire department coming and put the ladder; and we help them bring the people down to the ...

JM: You assisted?

CM: Yeah, me too. too. Another white man with a big muscles ... I don't know from where, but he had big muscles. He does weight everyday, all the time weights.

JM: A weight lifter. How about any other cars around you?

CM: In front of me they have another car, but from my point of view was coming like this. Can waste everything. The sound, roar and boom. Only one car in front of me. Only one car.

JM: What kind of car was that?

CM: I don't know what kind of car, but the engine part ...

JM: What happened to that car?

CM: Oh, this car. Well, we walk, in front of us is this block of cement so no can see.

JM: You can't see it?

CM: No.

JM: When the cement come down ...

CM: The cement coming on the roof ... like this, like this ...

JM: Like a abutment?

CM: Like a little culvert. There was some cement over here, but I seen road over here. No can see the car.

JM: Tell me what the first indication to you that something was wrong.

CM: The tires. The car was jumping like a horse was riding.

JM: Up and down?

CM: Yes.

JM: You're moving your hands up and down.

CM: The world was crazy. Like out of control.

JM: It was bouncing up and down?

CM: Yes, trying to go that way.

JM: What did the driver do?

CM: The driver, my cousin a little stupid. I told him flat tire. I tell him no, earthquake. Me I told him earthquake. He is stupid. I don't know how he get cut. I don't know how.

JM: After the car started bouncing, what happened then?

CM: Oh, it started bouncing and then a little noise. My view, was in the freeway over there, how they're coming. They're coming like a rollercoaster and in Santa Cruz. Something ...

JM: Rollercoaster. You mean the top of the freeway?

CM: Yes. That's it. Like from where you sit, they're coming, they're coming, then boom! Like a wave and then suddenly ...

JM: Tell me about your injuries,

CM: When I was over there, nothing happened to me. When I jumped the freeway, I crawl back for my wallet.

JM: You came back?

CM: Yes. I come back. I wounded my knee. My cousin come with me. I went in, but he stayed out. I went inside and tried to pull I tried to pull him in, but very hard, very hard to get in.

JM: Tell me about your injuries. Did you go to the hospital?

CM: Yeah.

JM: Which hospital did you go to?

CM: Brookside.

JM: Brookside. How did you get there?

CM: We ask the taxi. They had two taxis. Maybe 9:30 nighttime or going on 10 o'clock.

JM: When you went?

CM: When we were assisting, there was an officer named Hill from the Oakland Fire Department who was over there and we were assisting him.

JM: You were assisting him?

CM: Yes, were with officer Hill and another sergeant.

JM: What time did you go to the Brookside Hospital? About 10 o'clock at night?

CM: Maybe later.

JM: 10 or 11, in a taxi?

CM: No, no. The taxi don't want to give us a ride. They wanted to charge me money.

JM: So, how did you get there?

CM: No have money, but have this little white bag where he got his lunch and everything, he got his wallet. He had sold a car, he sold the car for \$700. Where you go to Reno. He go to Reno, he have no money. I asked the taxi if he can please bring us over there. He says for free. He says you're crazy. I say OK.

JM: How did you get to Brookside then?

CM: So, we was in the back they have Chicano people who have a van from one kind of transportation in the back of was the seat of the earthquake. So, this Chicano guys was bringing the people to the vans, in the vans, from the transportation company send him to assist. So, he told me go over there in the office and asking somebody going on the way. We go over there and no lights or nothing and the office was open. Nobody assist us there. Nobody was around at the office. We were on the ground waving people passing through. One guy like a "hippie", old hippie with a beard, like a white beard, long hair. He have all kinds of junk in the car, and he bring us in front.

JM: So, he took you.

CM: It was a Dodge Dart. I remember.

JM: Do you remember his name?

CM: No. He don't tell us no name either.

JM: How about your injuries. Tell me ... at Brookside?

CM: My knee, right knee.

JM: Both knees?

CM: No, right knee. My neck. My back. Only when I wake up in the morning.

JM: Were you treated and released at Brookside Hospital?

CM: Yeah.

JM: You were checked and released? You didn't spend the night?

CM: No. No.

JM: X-rays?

CM: X-rays, they give that (inaudible) number 3 and some other things. They give me this and they give me that.

JM: Can you tell me about the occupant, the man in the red pickup? Did he eventually get out of the car?

CM: No. It's an hour and a half later, the people from the fire department come in with another ladder and a machine looked they were going to cut trees. So, he was opening the car.

JM: He cut the car open.

CM: Yes, the door.

JM: The fire department did?

CM: Yes, the fire department did. Then, they bring him back down (inaudible).

JM: How about injuries?

CM: Oh, like old man. have headache. He no sleep. He not hungry.

JM: Did he go to Brookside also?

CM: Yeah, yeah.

JM: He went to Brookside with you?

CM: Yeah. Oh, went when it happened.

JM: Did she go to Brookside too?

CM: No, you know what happened. She went to my kids. So, a couple guys, they have another car, older car too, (inaudible). They bring her to Richmond to see the kids, because they have two kids.

JM: Somebody took her to Richmond?

CM: Yes, to see the children.

JM: Did she ever go to the hospital?

CM: No. no have nothing.

JM: What was the first indication to you, , that the freeway was falling?

CM: Oh, earthquake, because already was so funny things.

JM: Can you describe to me how ... the motion of the freeway structure during the earthquake?

CM: Yeah, it was doing like this.

JM: You're motioning with your hands from side to side.

CM: Yes, side to side. This is what it was doing. Then, you start watching this rollercoaster coming.

JM: First, you saw side to side.

CM: Side to side.

JM: Then second, you saw ...

CM: The rollercoaster.

JM: The rollercoaster.

CM: Yeah, over there coming like this.

JM: Coming from north to south then.

CM: Yes, coming from north to south.

JM: Ahead of you to behind you?

CM: Yes, sir.

JM: Then, how long would you say that lasted before it actually finished?

CM: Last about maybe like 55 seconds. I see it coming like this on me ... 55 seconds maybe.

JM: The first thing you saw with the structure from side to side?

CM: No. Like this. First the road like was shaking.

JM: From side to side? Then secondly you see ...

CM: I see like waves coming from north to south.

JM: Was everybody in the car in good health prior to the ...

CM: No. We, me and . we were going to the doctor for back, because one Korean lady with a husband hit us by the back.

JM: So, you were in a prior accident?

CM: Yeah.

JM: How long ago?

CM: Three months ago.

JM: Where was that?

CM: In Hillman, we was going to work at 8 o'clock in the morning and ... we were going from Hillman to Alameda and guys with kids and lady ... married people from Korea hit us by the back with a little Hundi. and I.

JM: and you were in the car?

CM: and I were in the car.

JM: Were you taking any medication or anything?

CM: Yes a muscle relaxant.

JM: No, before the earthquake.

CM: Yes, they give a muscle relaxant and we go in four times a week and they put us hot packs ...

JM: Hot packs?

CM: Yeah, hot packs under my (inaudible) back.

JM: This was a result of this other auto accident?

CM: Yeah.

JM: Was anybody taking any drugs or alcohol in the car?

CM: No.

JM: Could you describe the damage to the car to me?

CM: The car, the roof was down.

JM: Crushed?

CM: Yeah. That's it.

JM: The roof was crushed?

CM: The car was still running.

JM: Where is it now?

CM: Still in the same thing.

JM: In the shop?

CM: No. We asked him ... we call him all the time. .. they no like to give more information the Highway Patrol. She worry because the people in California ... so if you don't find out about your car, maybe they keep the car.

JM: We'll conclude the interview. The time is 1134 hours. Thank you

D-55, was interviewed by Investigator Jim Mengle, #7207, on November 9, 1989, at approximately 1500 hours. The interview was conducted at Richmond. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present:

Identification:

JM: Investigator Jim Mengle, CHP

KL:

JM: would you state your name for the tape, please?

KL:

JM: What direction of travel were you travelling?

KL: North

JM: Northbound on Interstate 880. Do you travel this route, would you say frequently, often, seldom or never?

KL: Often.

JM: Often? How would you describe the traffic conditions that day prior to the earthquake, light, moderate or heavy.

KL: Light.

JM: Do you recall which lane you were in?

KL: I think I was in the fast lane. I mean I was in the ... I think I was in the second lane over, not the slow lane, but the lane over from the slow lane because I was going to go towards Berkeley, so I was in the second lane over.

JM: From the right or the left?

KL: From the right.

JM: You were in the second lane from the right. At what speed were you travelling?

KL: 55.

JM: How many people were in the car?

KL: One.

JM: Do you recall where you were when the quake began as far as a cross street?

KL: No

JM: Do you recall anything about the vehicles that were on the freeway near you ... make, model, or color?

KL: No, nothing.

JM: What was the first indication to you that something was wrong?

KL: I don't even remember the earthquake.

JM: Do ... wouldn't recall what you did, the brakes, steered ...

KL: No, sir.

JM: You don't recall what the other vehicles did around you?

KL: No, sir.

JM: You don't recall anything about what you collided with, or structure ...

KL: No, sir.

JM: Do you know how you got out of your vehicle?

KL: No, sir.

JM: Could you tell me about your injuries?

KL: I have a broken right ankle, both ankles are swollen, left ankle doesn't pivot very well.

JM: You have a laceration on your head.

KL: Yeah, cut down to the bone in two spots and both of them in the forehead and chin.

JM: A concussion?

KL: A concussion. Real nice seatbelt bruises.

JM: You were wearing your seatbelt?

KL: Yes.

JM: That's a shoulder harness?

KL: Shoulder harness. I have some bruises across my chest and across my waist.

JM: Anything with your hands?

KL: There is just abrasions on the tops of my hands. The left hip down to the left knee, half way over here is all numb.

JM: Where did you go to the hospital?

KL: They took me to Highland and they took me to Merritt.

JM: You went to both places?

KL: From what the hospital says. I don't remember any of that. They claimed that they took me to Highland and then to Merritt.

JM: You are not aware of any vehicles around your car on the freeway, whatsoever?

KL: Well, I was told by an Officer of the California Highway Patrol, that there was a Diesel truck next to me, but that's all.

JM: Do you recall the Officer's name?

KL: No, I was just told there was a Diesel truck next to me that had ... there was a postal vehicle.

JM: Do you recall anything about the motion of your car, prior to the earthquake.

KL: No.

JM: Or anything about the motion of the freeway structure?

KL: No.

JM: During the earthquake?

KL: If you hypnotize me, I might remember.

JM: Are you required to wear glasses or corrective lens when you drive, Ken?

KL: Yes.

JM: What did you have on that day?

KL: I had my reading glasses on that day.

JM: Regular glasses?

KL: Yes.

JM: Were you in good health prior to this incident?

KL: Yes.

JM: Were you taking any medication, drugs, or alcohol?

KL: Nothing at all.

JM: You did have your seatbelt on?

KL: Yes.

JM: How would you describe the mechanical condition of your car prior to the earthquake?

KL: It was a brand new Oldsmobile. It had 5,000 miles on it.

JM: 5,000 miles?

KL: Yes.

JM: That car is registered to you?

KL: To my wife and myself.

JM: Can you think of anything else that you can recall that day?

KL: My memory ceases about a half an hour before the accident.

JM: It does.

KL: I don't remember. I was with a customer. I was at work with our cookie company, I went from the plant out to Modesto and I remember being out by Livermore, because my wife paged me and I used the customer's car phone. I don't ever remember driving with them after San Leandro or getting into my car or driving at all in the structure.

JM: I will conclude the interview then at 1505 hours. Thank you.

D-58, , was interviewed by Investigator Jim Mengle, #7207, on November 20, 1989, at approximately 1202 hours. The interview was conducted at her residence at Pinole. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

JM: Investigator Jim Mengle, CHP

LA: | -----

JM: . just state your name for the tape please.

LA:

JM: you were driving a Subaru I understand?

LA: Yes.

JM: Is that registered to you?

LA: Yes.

JM: What color was the car?

LA: It was red.

JM: That's registered in New Jersey?

LA: Yes.

JM: Do you know your driver's license number,

LA: Yes. California driver's license

JM:

LA: Yes.

JM: Your date of birth,

LA: 9/4/58.

JM: You were the driver of the car?

LA: Yes.

JM: Were you solo?

LA: Yes.

JM: Who is the insurance company that insured the car?

LA: Well, it was

JM:

LA: Yeah, but we since found out that it was uninsured. Our insurance had run out.

JM: At the time of the damage?

LA: Yes. It's uninsured.

JM: Are you required to wear glasses or contact lenses when you drive?

LA: Glasses.

JM: Were you wearing those?

LA: Yes.

JM: Prior to the earthquake, were you in good health?

LA: Yes.

JM: How would you describe the mechanical condition of your car prior to the earthquake?

LA: Perfect. It was new.

JM: How many miles were on it?

LA: Maybe ... jeez, I really don't know. But I've only been driving it since April.

JM: So ...

LA: I never even looked. I just drove it to and from work every day. I couldn't even tell you; I'm sorry.

JM: That's OK, but it was low mileage?

LA: Very low mileage.

JM: At the time you were driving, were you taking any medication or drugs or alcohol?

LA: No. No. I had just got off work.

JM: Where do you work?

LA: I work in Oakland on Webster Street,

JM: How often would you say you travel this route?

LA: Everyday, Monday through Friday.

JM: So, it would be frequently?

LA: Yeah. Oh well, this particular ... how often did I go up on the bridge?

JM: Yeah. How often do you travel 880 would you say?

LA: Oh, maybe three times out of the week. Because sometimes I'd go an alternate route. But on this day, the traffic was light.

JM: What direction were you travelling?

LA: I was going towards Sacramento. I was on the bottom tier.

JM: Lower deck?

LA: Lower deck.

JM: Do you recall which lane you were in?

LA: I believe I was in the second lane from the right.

JM: At about what speed were you going? Do you recall?

LA: Oh, 55.

JM: How would you describe the traffic condition that day? Light, moderate?

LA: Light to medium, moderate, yeah. Moderate.

JM: You were solo in your vehicle? No passengers?

LA: No passengers.

JM: Do you recall where you were when the earthquake began as far as a cross street or reference point?

LA: All I know is I had passed that one exit ... I can't think of the name of it. It was about the middle of the bridge. Well, when the earthquake first started, I was about, I guess, a third of the way over. I had ... there's an exit that goes off into Oakland and I had passed it.

JM: Maybe 14th Street?

LA: Yeah, I passed the 14th Street exit.

JM: When the earthquake began?

LA: Yes.

JM: Do you recall anything about the vehicles that were on the freeway near you as far as make and model, or color?

LA: While I was driving?

JM: Yeah.

LA: Well, I remember passing some lady in a white car; a black woman with glasses in a white car. But I really don't remember anything in particular. I was just ...

JM: To your right?

LA: To my left.

JM: It was to your left. What was the first indication to you, ' , that something was wrong? Could you describe just what indication it was?

LA: Well, I was driving down the road and listening to the radio. Then, I thought at first, it was wavy bumps in the road, like wavy bumps. Because sometimes that road had little bumps on it. Then, when it just seemed like my car ... well, I was having a hard time keeping it on the road. Then, I saw ... it occurred to me then what it was. I kind of figured it out real quick. It just came to me what it was, that it was an earthquake. I saw the supports giving way, then chunks of concrete coming down, and then just a big loud crash. I believe I was unconscious for a little while. When I woke up, there was just this big slab of concrete in front of me. I got out, I mean I tried to get out, but the door was ... do you want to hear all of this?

JM: Sure. That's fine.

LA: Well, I tried to ... when I woke up, I thought that maybe I had damaged my lungs or something, because I didn't have any air in them but when I drew in a breath, I realized that it had just knocked the air out of me. So, I sat up. I was surprised that I was still alive. I said well, "I'd better get out of here." Because I smelled gas. I thought that it might be my car or somebody else's getting ready to explode. So, for a minute I got ready to panic, and I started yelling "Help" and "Help". I could hear people yelling for help, but I said well, this isn't going to do anything and I'd better get out of here. So, I tried to open the door, and the door wouldn't open because it was damaged. It was crushed on the top. So, I crawled out the window. I jerked my foot loose, it was stuck in the car. It was broken, and I pulled it out from the bottom of the car, the bottom of the dashboard like. I crawled out the window and that's about it. Then, I just jumped over the side. This man broke my fall ... a great big, old ... big! He looked like a bus driver guy. He told me, "C'mon. Jump down and I'll break your fall.", and he sure did.

JM: Your first indication you described with a hand movement. Something was wrong and you said the freeway was kind of ...

LA: It seemed like wavy bumps in the road. Then ...

JM: What did you do then? Did you brake, reduce your speed, steer or could you recall?

LA: I ... first, when I thought it was just wavy bumps in the road, I remember just trying to control the car and slow it down a little bit. Then, when I saw the car was really going, I did brake. I remember putting my foot on the brake. Although I did not brake hard, it was more reflex action.

JM: So, it was just a moderate type of braking then?

LA: Just a steady pressure, but it was just like ... like you would ... just reflex. I mean, you see the car is going out of control and you kind of like ... well, I was just thinking that this is an earthquake.

JM: Do you think you stayed in the same lane that you were in?

LA: Yes, I believe I did.

JM: Do you recall what the other vehicles did around you that were, or do you recall?

LA: I remember ... I remember this car over to the right of me that ... because my car was doing like this and I thought for a split second that maybe it was wavy bumps. I looked at the car that was to the right of me, but I can't ... I just remember looking there and seeing a car and noticing that he was having trouble too staying on the road. I thought to myself well, he's having trouble too. Just real quickly like that. That's really all I can remember.

JM: Do you remember anything about the color of the car?

LA: I'm afraid I don't.

JM: What happened then?

LA: Then, I looked up because I figured it's going to come down, you know what I mean? Because I figured that the top would come down. I looked up, because the whole thing was just shaking and I was just like ... this is going to happen and it's going to just fall apart, it's going to collapse.

JM: You're making some hand gestures.

LA: Sorry.

JM: No, that's fine. Was it shaking? You were moving your hands back and forth and ...

LA: It was like a wave, like this.

JM: Would you describe it as shaking back and forth, or the same direction your car was going?

LA: No, it was not going this way. It was going this way.

JM: The same as your car, back and forth?

LA: Yeah. It was ...

JM: East and west then? If the freeway runs north, it would be ...

LA: Yeah, it was east and west.

JM: It was shaking east and west?

LA: Yeah, exactly. It was shaking like a wave kind of.

JM: That's the wave you saw that you describe as the east and west wave of the freeway?

LA: Yeah.

JM: Not the same direction as your car?

LA: No. It was this way. The supports ... when I saw the supports giving way, they were going outward.

JM: On both sides, you saw the supports going outward?

LA: Yeah. I glanced over here and ... I just kind of like ... if you could kind of imagine, I just kind of looked very quick around me because I could see that they were shaking and everything was moving and I looked really quick around me. I saw the supports cracking like. They were like cracking. I guess that's the only you could say it. They were like going kind of outward. They weren't going to fall in, they were going to fall out. Do you know what I'm saying?

JM: These were the supports ahead of you?

LA: They were in front of me. They were in front of me a ways, a little ways. So, I could see them both kind of ...

JM: At this point in time, you had slowed down a little bit?

LA: A little, yeah. I believe I had slowed down, yeah.

JM: Then, you saw the supports give way?

LA: I saw them begin to give way. I could see them actually cracking and going outwards. Then, I remember seeing like a big, a couple of big pieces of something, coming down. That's really all I can remember before I woke up and there was this slab of concrete in front of me.

JM: Did you recall if you hit the slab of concrete in front of you, or it came down on top of your car?

LA: I thought that it had come down on top of my car, but my husband took pictures of the automobile and said that it looks like I hit the concrete. Like the slab came down in front of me as I was driving and I rammed right into it. I know that one portion of the concrete did land on

top of my car because it was crushed in the top. See, I have a big gash on my head and it was this way and it was crushed like ...

JM: Do you recall anything about the vehicles that were around you; where they came to rest? After you got out of the car and looked around ...

LA: Well, I was pretty much in a state, but I do recall that there was a car over to the right side of me that only a little piece of it was hanging out. A little piece of it was the only thing hanging out.

JM: The back end of the car?

LA: Yeah.

JM: The rest was ...

LA: Underneath the concrete. Then, I remember getting out. When I stood up in the little space there that I was in ... in the space that I was in, there was another car over behind me that didn't have a driver in it. It was just the steering wheel. It was a white car, and it was just the steering wheel. There was nobody in it. So ... it was just like, I guess I should have went over and looked to see if anybody was in it, but I didn't.

JM: This was a white car to your left?

LA: It was behind me. Behind the car, OK, like here's my car right here. Here's the slab of concrete and here's the little piece of the one that was in there. Behind me, like right over here, was the white car.

JM: It was behind you and to your left?

LA: Yeah. Here we're going towards Sacramento this way, right? Yeah.

JM: So, the white car ...

LA: Yeah, it was here.

JM: This one that was underneath the slab, do you recall what color that was?

LA: I can't even think. I think it was grey.

JM: Grey?

LA: Or some kind of weird color like that. I can't even think what it was. But this was definitely a white or light-colored car.

JM: There was no driver in the car?

LA: No, just the steering wheel.

JM: You described getting out of your car? You exited through the ...

LA: I exited through the driver's side.

JM: Was the glass broken out then?

LA: Yeah. All the glass was gone.

JM: could you describe your injuries to me?

LA: OK. I have a broken ankle, and ...

JM: Which? Right?

LA: Right, yes. I broke a bone on the side on that same leg. It's the tibia or something like that. I have ... there's something wrong with my kneecap. It's not dislocated or anything, but it just snaps and cracks a lot and they don't know quite what is causing that. I have a scar about six inches long. I had a gash about six inches long on my thigh. The scar is about that long.

JM: Right leg?

LA: Right thigh. Everything happened to my right leg. There's a lot of discoloration around it, yeah. Also a laceration to my head right here. That's about four or five inches, I think.

JM: You lost consciousness for a while, but you don't ...

LA: I believe I did. I'm not sure, but I think I did.

JM: Now once you got out of your car, then how did you get off the structure then?

LA: Well, I got out and I was so afraid the rest of it was going to fall down on top of me or what! I didn't know. There could be something hanging up there. So, I saw ... it was kind of, pretty dark in there but I saw there was like a crack of light here. Here's the ramp to the freeway, and I could see there was light. But there was concrete all along here and concrete all, but there was like light here. So, I hopped over here, like this, and I stuck my head out through the crack. There was a lady down here screaming and carrying on ... I don't know about ... I guess I looked pretty gruesome! Then, there was ... this big fellow came out of nowhere. I wish I'd asked who he was. But he came out of nowhere. I was yelling at the lady. I said, "Get me something to jump down on. I'm scared to death. I'm scared, get me something to jump down on!" She just freaked out and freaked out. I said I've got to get out of here. There's gas in here and it could explode! So, anyway, this guy came running over here out of nowhere and he said, "Lady, you want to jump down?" I said "yes, yes!" He said, "well come on and I'll break your fall." I said "well, no I can't, what if I land on top of you?" He said "no, I know how to do this. I'll break your fall. Don't worry about it!" I saw he was a tall, muscular man, a very big black man. He looked like he could have been a bus driver or something. He was just a big, burly type of man.

JM: Muscular black man?

LA: Yeah. Tall. He was wearing a white T-shirt and jeans. He said, "well, jump down and I'll break your fall. I know how to do this. Don't worry about it!" So, I tried to squeeze through the space there, but I didn't fit. My shoes had come off in the car. I didn't fit in this space. So, I crawled back inside and I said, "I don't fit! I don't fit!" I said "well, I'll have to take off my skirt." He said ... because I had this big skirt with a belt on it. He says, "Well, take it off!" So, I did. The nylons helped me to squeeze through the spot I was in and ...

JM: So, this spot must have been occupied by some guardrail also?

LA: Yeah. There was a big ... I couldn't get through it. Yeah. There was a big guardrail and the concrete was sitting almost on top of the guardrail. I was able to squeeze through and there was like a lip of concrete underneath the ... there's like a lip here and the guardrail was here and I crawled over the guardrail and I hung on to the lip with my two hands and I hung down. I asked the man was he ready and when he said he was ... he said, "Yes, I'm ready". I said "are you sure?" and he says "yes", so I let go and he broke my fall.

JM: So, he caught you?

LA: He did!

JM: How far would you say that was?

LA: I'd say about 25 feet.

JM: So, he caught you?

LA: He caught me. We fell down together after he caught me. He kind of fell backwards and I kind of landed on top of him, like kind of ... but neither of us was hurt.

JM: Then, from there, how were you transported to the hospital?

LA: Well, we sat around there for awhile and they tried to get an ambulance, but the ambulances were all busy elsewhere, I guess, because they couldn't get anyone. This little cab driver ... I found out ... I thought I heard somebody say he was a cab driver. I don't know. He was also a black man that, ... the area there was black as ... these people were so wonderful! But anyway, he went and he kept coming back saying did anyone get her an ambulance yet? They'd say no, and off he'd go. Then, one time he came back. He was gone a long time and he came back and he brought a friend with him, a white man who had a green van. Apparently they had thrown a piece of foam in the back of the van and laid a red blanket over it. I guess they came specifically to get me. So, they picked me up and put me on in the van.

JM: Then, you went to Merritt Hospital?

LA: Yeah, me and another man.

JM: In the green van?

LA: Yeah! They found some other guy.

JM: Do you remember anybody's names here?

LA: His name was That's all I know. He was very disoriented.

JM: Do you mean the driver, or the injured person?

LA: No, the driver I don't know. The injured person's name was Because
I was asking him because I was trying to keep him ...

JM: He was a white male?

LA: Yeah. He looked like a businessman, looked in his thirties. He was real disoriented and I was trying to keep him talking so I was saying like ...

JM: Was he injured?

LA: I believe he had some kind of hip injury of some kind. Because when they tried to pick him up, he would just scream. He would just scream! He had a real bad head injury, or at least it looked bad. He was bleeding all over the place.

JM: He was in about his thirties?

LA: Yeah. Late thirties I would say.

JM: Dressed in business ...

LA: Business type. He had shirt, tie. Kind of a heavy set guy, stocky.

JM: I think we covered this ... about the occupants of the vehicles around you? So, you don't know anything about the car that you just saw the back end?

LA: I didn't see ... nobody was in it. Either that, or they were slumped down and I couldn't see them.

JM: That's the white car?

LA: That's the white car.

JM: The other car in front of you was just crushed then?

LA: Yeah ... just a little piece of it hanging out.

JM: Can you describe the motion of your vehicle during the earthquake?

LA: Kind of ... this.

JM: With your hands, you are going up and down ...

LA: Like up and down, up and down, and kind of skittering side to side.

JM: Side to side?

LA: Side to side skitter and side to side and kind of going up and down like this.

JM: What was the first indication to you that the structure was falling? You mentioned columns collapsing before?

LA: The first indication that it was falling was just, I guess, looking up and seeing the supports cracking. Then, seeing the stuff starting to come down.

JM: When you refer to supports, do you mean the columns on the side?

LA: There's like, yeah, those big things on the side that were like this all up and down, holding the top part and the bottom ...

JM: Then, you're referring to the columns on the side then?

LA: These things, yes.

JM: Can you describe the motion of the freeway during the earthquake? Which direction it was swaying or rolling ... I think we already ...

LA: It was side to side. Yeah, it was side to side.

JM: What was the duration of the shake before it came down? Can you say in a matter of seconds, the duration of the shaking of the freeway before it actually came down, or ...

LA: It wasn't very long, but I couldn't tell you how many seconds. It wasn't very long. It was only like maybe ... let me see. I couldn't even tell you! Just a few seconds. It didn't take long! It was like by the time I ... I passed 14th Street when it started, and I only got right up there to where those people were on the Cypress before that exit, before everything was down.

JM: So, it was a very short duration when you ...

LA: It was short. Boy, I would say, maybe ... oh, I don't know. I couldn't tell you. I'm sorry.

JM: That's OK; that's fine.

LA: I'm hopeless, I guess.

JM: Is there anything else you can add to help us?

LA: Well, I guess not. I mean, what do you need to know?

JM: Oh, any other names of people that assisted or you can't recall ...

LA: was the name of a woman who ... I don't have her ... she gave me her phone number, but I don't know what I did with it. But it's ... somewhere along the line it got lost. But I remember her name was . She lived around there with her daughter, because she sent her daughter home to get some towels for my head and things.

JM: She was a black lady?

LA: Yes. A black woman.

JM: Can you describe her?

LA: She was heavy set, not real, real ... well OK, she was overweight pretty much. She was medium skinned; she wasn't dark skinned or light skinned. She was brown skinned. She had short hair and I believe she had some kind of turban thing on it, but I'm not sure.

JM: Your impression was that she lived in the area?

LA: She wore a scarf. It was white. Yes, she definitely lived in the area because she sent her daughter home to get some things for my knee and stuff.

JM: She got you some towels for your injuries?

LA: She got me a towel for my head, a towel for my knee and my ankle, and she helped me to get over to the stairs where I could elevate my leg. I saw a car beginning to catch flame and I started freaking and I thought ... I said I don't want to be near this bridge. So, she kind of went over and she stayed with me until ... she stayed there with me until the guy in the green van came.

JM: How old would you say was?

LA: Fortyish.

JM: Fortyish?

LA: She said something about that. She might have been a nurse or something, because I vaguely recall somebody doing something and she said, "well, who's the nurse, you or me!" She said something like that. So, she might have been joking, I don't know.

JM: We'll conclude the interview then at 1225 hours.

D-59, was interviewed by Investigator Jim Mengel, #7207, on November 13, 1989, at 1830 hours. The interview was conducted at Pinole. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

JM: Jim Mengel, CHP

YR:

JM: will you just state your name for the tape, please.

YR: My name

JM: Yes, just speak up so the ... you can just sit back ... , your date of birth is October 4, 1961?

YR: Yes.

JM: This is your home address here at is that correct?

YR: Uh-huh.

JM: What year of vehicle were you driving the day of the earthquake?

YR: Tercel, '83.

JM: '83 Toyota Tercel. What color was that?

YR: White.

JM: Who is the actual registered owner of the car?

YR: My sister,

JM:

YR: yeah.

JM: She lives at this residence also?

YR: Yes.

JM: Do you know what type of auto insurance is on the car? What company?

YR:

JM:

YR: But it's not full cover, so ...

JM: It's not full coverage?

YR: Only liability.

JM: Only liability?

YR: So, they won't cover my insurance.

JM: Is that a two door, or a four door?

YR: Four.

JM: A four door?

YR: Uh-huh.

JM: Would you say the car was, prior to the earthquake, would you say the car was in good mechanical condition?

YR: Yes.

JM: Are you required to wear glasses when you drive,

YR: Uh-huh, yes.

JM: At the time you were driving, were you wearing glasses?

YR: Yes.

JM: Would you consider yourself in good health at the time of the earthquake?

YR: Yes.

JM: At that time were you taking any medication or drugs or alcohol?

YR: No.

JM: Were you wearing a seatbelt?

YR: Yes.

JM: Could you tell me what type of seatbelt was in the car?

YR: It's the shoulder and stomach.

JM: Shoulder and lap?

YR: Yeah, lap.

JM: Combination?

YR: Yeah.

JM: Did you sustain any injuries?

YR: Yes.

JM: Could you describe those for me?

YR: I got cut from glasses, window glass, in my leg.

JM: Which leg?

YR: Left side.

JM: Left leg?

YR: Yeah. Bruises in my shoulder and my chest.

JM: Did you ... go ahead.

YR: I hitting the steering wheel on my ...

JM: Your head?

YR: Yeah, my head. Back of my head, I think, because the car roof coming just like this, so ...

JM: Did you have any pain in your head?

YR: Yeah, I got a headache for a while, but it's OK.

JM: You hit your head on the roof?

YR: On the steering wheel and at the back, yes, the back of my head from the roof.

JM: Did you go to the hospital from the scene?

YR: Yes.

JM: Which hospital was that?

YR: Saint Rose, Hayward.

JM: Saint Rose?

YR: Yeah. The paramedic took me to Hayward.

JM: Which ambulance did you go in? Did you recall?

YR: No, I don't know.

JM: You rode in an ambulance, though?

YR: Uh-huh.

JM: Were you conscious at the scene?

YR: Yes, but shock.

JM: In shock, yes. Did you stay overnight at the hospital?

YR: No, I stayed until 11.

JM: 11 p.m.?

YR: Uh-huh. They took X-rays on my whole skull and my chest.

JM: How often, would you say you travelled this route, frequently?

YR: Everyday.

JM: Everyday?

YR: Twice a day.

JM: Twice a day. Going and coming home.

YR: No, at lunch time and on the way home, because on the way to my work I took San Pablo. It's not freeway here.

JM: Where do you work?

YR: Oakland. West Oakland.

JM: West Oakland?

YR: Uh-huh, Seventh Street.

JM: What is the telephone number there?

YR:

JM: Oh, I've got it,

YR: Yeah.

JM: In what direction were you travelling at the time of the earthquake?

YR: To 880 north.

JM: You were going northbound. You were on the lower deck?

YR: Lower deck.

JM: Could you tell me how heavy the traffic was in your opinion that day.

YR: It's not heavy as usual.

JM: Would you describe it as light?

YR: Light.

JM: Lighter than normal?

YR: Yeah, because they have games and everything.

JM: You travel that route about the same time everyday?

YR: This one with later. I think two past, three past five. I usually get off from work at five, so a little bit different.

JM: So, normally you would be traversing that route about what time of day?

YR: When I get, I think at five I get out from work. Five to over five, I mean.

JM: After, a little later, then, than you did that day.

YR: Yeah.

JM: Could you tell me which lane you were in?

YR: At the right side, the very right side.

JM: The far right hand lane?

YR: Uh-huh.

JM: Could you tell me what speed you were going?

YR: I think around 50, but I tried to slow down because I thought I got flat tire. So, it's around maybe 35, something.

JM: But initially you were travelling 50. Then, when the earthquake occurred, you slowed down to about 35.

YR: Yeah. I'm not sure.

JM: That's fine, no problem. How many people were in your car?

YR: Only myself.

JM: You were solo. Could you tell me where you were when the earthquake began, as far as a cross street or a reference point, identifiable roadway feature?

YR: Somewhere before the ramp from I think West Grand.

JM: Or 14th Street maybe?

YR: I don't know where am I.

JM: Do you think you were south of West Grand or north of West Grand? West Grand is about in the middle of the collapse.

YR: I think I was south.

JM: You think you were south of West Grand. Can you recall any buildings on your right hand side that had signs on them at all?

YR: I forget the company's name, because when I get off from the freeway, they help me. I saw company's name, but I cannot remember.

JM: Do you recall anything about the other vehicles that were on the freeway near you, as far as make and model, or color, or number of occupants?

YR: No.

JM: Were there any vehicles near you?

YR: I saw only one car at the left side.

JM: On your left side?

YR: Uh-huh.

JM: Could you tell me what color the car was?

YR: I think, it was so dark, I ... like brown, dark brown.

JM: Was it a sedan?

YR: Yes, a sedan.

JM: A sedan.

YR: Uh-huh.

JM: Do you know how many occupants were in that car?

YR: No, I didn't see anyone.

JM: So, that was the only car that you recall, is the sedan and it was off to your left.

YR: Yeah, uh-huh.

JM: How far to your left? How many lanes over to your left would you say it was?

YR: Two lanes.

JM: Two lanes over. What was the first indication to you, that something was wrong?

YR: Well, when I tried to slow, because, before I knew it when I tried to slow down and everything just fell off

JM: You indicated before that you thought you were having a flat tire.

YR: Uh-huh.

JM: What gave you that indication that something was wrong? What was your car doing?

YR: Just kept going, my car is just going and everything just collapsed.

JM: You indicated what you did was you slowed down.

YR: Uh-huh.

JM: Did you put your foot on the brake?

YR: Yeah.

JM: Did you brake real hard or did you just brake kind of slowly?

YR: Brake real hard, I think.

JM: You did?

YR: Yeah. Then, it stopped, the car is stopped before I didn't put any brake, but it stopped.

JM: Is the car an automatic transmission?

YR: Yeah, automatic.

JM: Did you stay in the same lane that you were in, the right lane, all the time?

YR: Yeah.

JM: Could you tell me what, you indicated the other vehicle you can recall was the brown car. Could you tell me what that vehicle did? Did it slow down, brake, or do you recall?

YR: I saw it when it was stopped, so I didn't know what happened with the car.

JM: After you began to slow down and brake, tell me what happened then. Did you... what occurred? Did you impact with the structure, or did the structure fall on your car, or what happened?

YR: I think the structure just drop on me, and some of the concrete goes through my front of car, so ...

JM: Did you hit the concrete in front of you, do you recall or not?

YR: No, just everything at once.

JM: Fell on top of you?

YR: Yeah, fell.

JM: You indicated the brown car came to rest to your left at about two lanes over.

YR: Yeah.

JM: Would you say the brown car was in front of your car or to the rear or about even with your car?

YR: About even.

JM: With your car. How did you get out of your vehicle?

YR: I get out from my window from the ... I'm in driver's side, and get out from the window.

JM: You crawled out the window?

YR: Yeah, because I cannot open the door.

JM: Was the window rolled down, or did it break out?

YR: Break, break out.

JM: It was broken out.

YR: Yeah.

JM: So, you crawled out yourself?

YR: Uh-huh.

JM: Then, how did you get, once you crawled out, how did you get off of the structure down to the street level? Do you recall that?

YR: I have people help me to get down. So, when it happened, the people close to that freeway just ...

JM: How did you get down? Did you crawl down a rope or a ladder, or do you recall?

YR: No, people, because it's not that high, when I think about that high, so ...

JM: You're pointing to the top of the ...

YR: No, from the...

JM: From the middle.

YR: Yeah, middle.

JM: So, maybe about 12 feet high?

YR: Yeah.

JM: How did you get down that far?

YR: People just help me to get down.

JM: Do you recall the name of those people?

YR: No.

JM: You don't. Did you know where they came from. I mean, you mentioned they may have come out of some business?

YR: Yeah, uh-huh.

JM: Were they white people, black, Orientals, do you recall?

YR: White.

JM: White?

YR: Uh-huh.

JM: Were they dressed in, with a shirt and tie or just ...

YR: No. T-shirts.

JM: T-shirts? Maybe like some workers, or work people?

YR: Yeah.

JM: Do you recall how the occupants of the brown car got out and got down?

YR: No, I didn't.

JM: You didn't see them at all?

YR: No.

JM: So, you don't know what happened to the occupants of that car around you?

YR: Yeah, I didn't, because at the time I was so frantic, I just want to get out from there, so ...

JM: So, you don't know whether those occupants in that brown car were trapped or ...

YR: I don't think it's trapped, because the position of the car is same with me under the form far enough. The car was smashed and little bit cut off, yeah.

JM: How smashed was your car, would you say?

YR: Uh-huh

JM: How much was it smashed?

YR: I think about this, so when I drive like this, the roof is about this high.

JM: Was the roof down to the level of the steering wheel or not that far down?

YR: Not that far down.

JM: Not that far. How far above the steering wheel would you say the roof was in inches, maybe?

YR: In inches?

JM: This paper here would be 11 inches.

YR: I think about 8.

JM: Eight inches?

YR: Uh-huh.

JM: Now, during the earthquake, before you started to slow down and stop, can you describe the motion of your vehicle, what it was doing?

YR: It's moving to the right, I mean, it's not stable. It's like, you got flat tire, that's like that.

JM: You indicated with your hand as kind of rocking back and forth?

YR: Yeah, yeah, rocking.

JM: Was that what you would say? It was rocking back and forth?

YR: Yeah. It's like flat tires.

JM: Would you say it was pretty severe?

YR: Uh-huh.

JM: The rocking of your car?

YR: Yeah.

JM: Could you tell me what your first indication that the freeway structure was failing? What was your first indication?

YR: First indication?

JM: Did you see the roadbed in front of you breaking, or did you see railings breaking or concrete columns breaking, or what was your indication?

YR: All this structure just went off. I didn't see ...

JM: The road above you just came down.

YR: Yeah, came down.

JM: Did you notice anything about the columns that support that upper structure?

YR: No, I didn't.

JM: You didn't see that. Would you say you were about half way in between the columns at the point, or were you closer to one of the columns that support the upper structure?

YR: I'm close to there.

JM: You were?

YR: Yeah.

JM: Did you notice anything about those columns during the earthquake?

YR: No.

JM: How about the guardrail that's just to the right of your car? Did you notice anything about that?

YR: No.

JM: Could you describe the motion of the freeway during the earthquake?

YR: The motion?

JM: Of the freeway. What was the freeway doing, swaying, or rolling, or shaking, or what? How would you describe that?

YR: I cannot remember.

JM: Is there anything else that you could add that you want to say? That's about it?

YR: Yeah.

JM: Do you know where your car is now?

YR: The police say still, I got letter from the police, so they say they haven't pull the car yet, or something.

JM: Well, we'll conclude the interview then at 1848 hours. Thank you.

D-60, , was interviewed by Investigator Paul Wong, #8736, on November 8, 1989, at approximately 1021 hours. The interview was conducted at San Rafael. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present:

Identification:

PW: Investigator Paul Wong, CHP

D0:

J0:

PW: , could you state your full name and spell your last name, please?

D0: My name is

PW: Do I have your permission to tape this interview?

D0: Yes.

PW: Your current address is
number here?

What's your phone

D0:

PW: Your date of birth?

D0: January 25, 1946.

PW: Your current California drivers license number is

D0: Yes.

PW: Can I call you

D0: Yes.

PW: let's back track a little before the earthquake struck. Lets say about 5 minutes before you felt the quake on October 17, 1989. Do you know exactly where you were at that point?

D0: I knew I was approximately midway on the Cypress Structure.

PW: You were on the Cypress at that time. Where were you coming from?

D0: I was coming from Hayward. I was driving north on 880.

PW: When you entered the Cypress Structure area, how was traffic at that time?

D0: It was incredibly light. In this area where it can take 20 to 40 minutes to get through, it ... we were really moving right along.

PW: When you say "light", how many cars were in front of you?

D0: I would estimate that there were only about 5 cars in front of me on the highway and they were spaced quite dramatically from what would be the norm. They were at least 100 feet in front of me.

PW: You travel this route often?

D0: Several times a month. I generally go up the Peninsula. I come south on 880, but I don't go north on 880 very often.

PW: In what lane were you driving on?

D0: I felt that I was in the 2nd or 3rd lane, in the center of the highway. I was not in the slow lane, I was in one of the fast lanes.

PW: So, you were in the lane next to the fast lane?

D0: Well, I'm in lane number 3, as it turns out. I thought I was ... I thought I was ...

PW: We count the fast lane as the number 1 lane.

D0: I know! But, I would have thought ... if I were not now aware of where my car was, I would have thought that I was in the 3rd lane over from the slow lane, which would have been your lane number 2. But, I in fact was in lane number 3.

PW: When you were driving on the Cypress Structure Area on 880, do you recall how fast you were travelling?

D0: Yeah, I felt that I was travelling at the speed limit.

PW: That's 55?

D0: Yes.

PW: How about the other traffic?

D0: They were well ahead of me. Everyone was moving along at a rapid pace.

PW: You were by yourself in the car?

D0: Yeah.

PW: Do you know exactly where you were when the earthquake struck?

D0: Apparently, when I first felt the earthquake, I was somewhere south of 28th Street.

PW: What was the first indication that something was not right?

D0: The first indication was that someone on national public radio said we were having an earthquake.

PW: Was this before you felt anything?

DO: Yes.

PW: Gee, that was fast.

DO: They said we are having an earthquake, Oh, MY GOD! It's the BIG ONE. With that, there was terrible movement started. But, I didn't feel anything before they said we are having an earthquake.

PW: What was the initial feeling you had in your car?

DO: The road was swaying from side to side. I had a fairly heavy car and it was fairly stable, yet it was getting bounced around. There was great, dramatic side to side movement. There was also up and down movement.

PW: Did you initially feel your car go side to side or did you just see the roadway go side to side?

DO: I think both of those things happened at the same time.

PW: Did you sway off your lane of travel?

DO: I didn't think I did.

PW: But, you actually saw the roadway in front sway back, in front of you?

DO: Oh, yes. There was tremendous movement to the highway. I knew it was going to fall, because I knew that the concrete could not take that much torque and stay up.

PW: Do you recall how many feet of swaying off from this line?

DO: I ... I have to say it seemed like 6 feet to me.

PW: That much, huh.

DO: It just seemed like a tremendous amount of movement.

PW: The initial side to side motion, did you see it in front or did you see it all around?

DO: I was looking out my windshield and I was looking ahead of myself, not on the ground directly in front of my car, but up ahead on the roadway. The roadway had quite a bit of movement. It wasn't just straight side to side. It was really a wobbly and weaving kind of thing.

PW: You drove into it, or did it come towards you?

DO: The roadway actually ... the people in front of me disappeared. The roadway was falling towards me and I couldn't understand why that was happening. What I saw was a huge sheet of concrete coming right into my passenger seat area. It was falling towards me and I couldn't figure out

why.

PW: Let's back track a little. Before the cars disappeared, did you see anything else?

D0: Oh, the columns kind of popped. They seemed like they ... it seemed like the columns moved out. The concrete on the right hand side. It seemed like it had a jolt movement.

PW: This was during the side to side motion?

D0: Side to side motion. This all happened very quickly. It seemed that they was a motion on the right and then I saw this huge ... everybody disappeared. I couldn't figure out where everyone went and then this huge gray sheet of concrete was coming towards me. I felt that maybe I was just distracted by the movement towards my car.

PW: You also motioned with your hand the up and down motion. Is this ...

D0: The car felt like it was bouncing up and down, but the side to side movement was greater than the up and down movement.

PW: Did you see the up and down motion in front of you caused by the freeway.

D0: The side to side movement was the greatest. It did have a waviness to it, so that I would consider is what caused my car to bounce.

PW: Then, you said the ... saw the structures popping?

D0: It seemed like there was an outward movement to my right.

PW: At your location, it more or less appeared to pop outward. Did anything pop inward or ...

D0: Just this huge thing falling towards me.

PW: So, right after the columns popped out, all of a sudden you saw this huge concrete coming down on you.

D0: Yeah.

PW: The cars in front disappear.

D0: The cars in front disappeared when the huge gray sheet came towards me. I didn't know at that time what it was.

PW: Did you have an opportunity to brake?

D0: Yes, yes, I did. I had a Corvette antilock brakes on my car. I had a new brake job the week before. I hit the brakes very shortly after that.

PW: Do you recall what vehicles were in front of you at that point, before they disappeared?

D0: I am not very good at telling what kind of vehicles.

PW: How about large cars, small cars, etc.

D0: I can't tell a Ford from and Chevy, unless it's a '57 Chevy or something.

PW: How about the color, do you remember color?

D0: I thought there was an orange car in front of me, a small orange foreign car, about the third car up in front of me. But, I can't swear to it. There had been what I thought was a big brown car that had passed me on the right. By big, I mean, like an Oldsmobile. It was an older car. In heavy traffic, I sometimes notice the people in the car as well as the car. It was so light that there just wasn't anybody riding next to me.

PW: So, you do recall an orange small vehicle in front?

D0: I thought there was.

PW: When you hit your brakes, what happened afterwards?

D0: When I hit the brakes, it was seconds when the concrete landed on the hood of my car. There was tremendous noise and tremendous jolts. Apparently I threw my arm in front of my face. I didn't know that, but my injuries indicated that ... then I seen it and in flash backs since then.

PW: You covered your face?

D0: Yeah.

PW: You did have your 3 point system on?

D0: Yeah, and I've got all the bruises to prove it.

PW: Did you see any other vehicles around you when things start to collapse?

D0: When it collapsed, the only thing I was looking at was this huge gray wall coming towards my passenger compartment. When the dust settled, there was concrete on all sides of me and the car. There was no other vehicle in sight at all.

PW: Did you see any daylight at all?

D0: A little bit of daylight was to the right hand side which is the east side of the roadway, very little.

PW: Did you notice any of the cars behind you?

D0: I never looked in my review mirror, after the crash, it was dark. I couldn't see anything.

PW: Where were you hurt? How were you injured.

D0: I initially realized that I had a bloody mouth, I had tremendous pain in my shoulders, it was kind of like a needle like pain down my arms and my left foot was smashed and had been impelled on a bolt. My knee was dislocated. The biggest pain was in my shoulders and my left foot.

PW: Were you still strapped in at that time?

D0: Yes.

PW: Do you have any bones broken?

D0: No, I have crush injuries. No broken bones.

PW: You were taken to Eden Hospital, was this by ambulance?

D0: Yes.

PW: Then, later on to Kaiser in San Rafael?

D0: Yes.

PW: Who helped you out of the vehicle?

D0: The first persons on the scene, was a , who were from a local garage.

PW: Below the structure?

D0: Below the structure and they were unsuccessful in an hour long attempt to free me from my vehicle. There was also a gentleman by the name of who helped them. They then got the Oakland Fire and Rescue people and the people who got me out of the vehicle were , who are with engine house number one. There was one other civilian involved and we don't know his name. He was Hispanic. We haven't found him. It took them four and a half hours to get me out of the car.

PW: You were trapped that long?

D0: I was trapped for about five and a half hours.

PW: You said that the initial motion was a side to side motion that you felt.

D0: Yeah, it was like this, it was a rocking side to side.

PW: Do you recall how many times you rocked back and forward?

D0: Oh gosh, hum ... I don't know ... eight or ten. It really became violent. It just started and it was like eight or ten and the whole thing came apart.

PW: Did you find any up and down motion?

D0: Well, the rocking had a ... it was side to side, but it wasn't a stable side to side. It was like, I guess, being in rough water. 'Cause you know when you are on the ocean, how you are going side to side, but you also have these other motions, wave motions. It was like that. You really had a lot of movement. Tremendous amount of movement for a roadway.

PW: Your recollection is a lot more than some people I have interviewed, that's amazing.

D0: Well, I didn't have the good sense to black out either. I mean ...

PW: You never did black out?

D0: No, when the thing fell on me, I thought I was dead. But, I was awake and I was there and after I did, apparently, during the rescue attempt, black out from the pain occasionally. But, for the most part I was aware of what was going on.

PW: Do you need to wear your glasses while you drive?

D0: Yes.

PW: You have no problems seeing at that ... prior to the earthquake ... in front?

D0: No, I have good vision with the corrective vision.

PW: You haven't been taking any medication or drugs or anything like that prior to the earthquake?

D0: No, nothing.

PW: How was your overall health before the earthquake?

D0: Excellent.

PW: Is there anything else you would like to add, that I may have missed asking at this point?

D0: I want to make sure that I gave you the correct phone number.

PW: To your ...

D0: To my home.

PW: That's all I really have to ask for the investigation. I am going to conclude the interview at approximately 1038 hours.

D-62, [redacted] was interviewed by Investigator Rich James, #4536, by telephone on October 23, 1989, at approximately 1440 hours. The interview was not tape recorded. The following is a summary of that interview.

stated that she was alone in her vehicle, and that she had entered I-880 northbound at High Street. She indicated that she was enroute to her home in El Cerrito, and that she drives this route twice daily. She related that she was driving northbound in the N-1 lane at approximately 60 mph. She described traffic as light, and recalled that she was travelling behind a red car. She also indicated that there were one or two cars travelling to the left of the red car in the N-1 and N-2 lanes and two cars travelling to its right in the N-4 lane. She stated that as she was approaching J and T Trucking, near 28th Street, her car began rocking diagonally, from the left front to the right rear, as if it had two flat tires. She related that her vehicle was very difficult to control and that she had began slowing. She also related that she could see that the cars travelling near her were bouncing and swaying just like hers. She indicated that she saw the freeway structure above her move to the right, and then it fell down on top of her vehicle. She stated that she saw the red car in front of her get crushed by falling concrete, and then her view was blocked by a cross beam that fell in front of her vehicle. She related that her vehicle was crushed by falling concrete also. She indicated that her vehicle was boxed in by cross beams in front and to the rear and guardrails to its left and right. She related that she crawled out the left door of her vehicle, and then crawled to the side of the freeway. She stated that she spoke to a man named "Chaz" or "Jazz", who was on the street below the freeway. She indicated that this man worked at _____ and that he assisted her off of the freeway by using a forklift to lower her to the ground. She also related that she had sustained a concussion; a sprained neck; torn ligaments in her back, chest, and knees; and multiple contusions and abrasions. She stated that she was subsequently transported to her residence by someone named _____ and that she sought treatment from her private physician the following day.

D-70, was interviewed by Investigator Len Silva, #7924, on November 21, 1989, at approximately 1115 hours. The interview was conducted at , Vallejo. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

LS: Investigator Len Silva, CHP

ES:

CS:

LS: Do you remember that day?

ES: Well, as far as the ... in fact, like I was telling my wife, I don't really remember anything as far as the earthquake and then it collapsing on me. It's not like a shock. It's like all of a sudden I was ... I guess I just was ... I was blank. Then, the only thing I remember is when I woke up at the hospital. Then, the guy that rescued me came over to explain to me what had happened. Also my wife was present there to explain what had happened to me and why I was in the hospital. Then, she took a picture of the car and also the highway. It just kind of ... that's how I created all my fears and all that. I never knew that all these things happened to me.

LS: So, you don't have any independent recollection of the freeway collapsing?

ES: No, no. It just ... it just happened and it seems that I just wasn't aware of it, or it might have been because of my injuries that it just disappeared from my mind. Maybe it is better that I don't remember what had happened. According to a report that I had, it said one lady was there and she knew what happened, because she couldn't sleep at night. I still have problems sleeping. I, maybe partly the casts that I got on, and also the stress, and the trauma that I have. According to most of the nurses that I talk to, the reason why I can't sleep is because of the trauma, the things that happened to me.

LS: What ... you went into Merritt Hospital?

CS: No. He was, first he was brought into Providence.

LS: Oh, you went to Providence first?

CS: Yeah, he was there about an hour I think, or two hours. What happened was he needed an operation on his head and they didn't have the power there, to perform the surgery, so they transferred him to Merritt.

LS: So, then you stayed in Merritt?

ES: Yeah. I guess I was in intensive care for about a week.

CS: A week and a half he was there. Then, they transferred to dependent care and about then, they transferred him to his regular room.

LS: So, how long ... when did he actually get discharged?

CS: November 6th.

LS: November 6th?

CS: Yes. About three weeks after the operation.

ES: Yeah. After they made operations for my legs, because I was fractured in both my ... my ankles were fractured and plus I had this part of my leg is fractured also.

CS: They told me he had a blood clot on his brain. Then, he had bruised kidneys and plus both of his legs and both of his ankles were broken and this upper leg was broken.

LS: So, what kind of rehabilitation time are we talking about now?

CS: Well, according to his neurosurgeon, it's ... the disability fund he had said that he could probably go back to work tonight. But then he said that was just an estimate, just to fill out the paperwork for now. Because he said it really depends on how recovers from some of this stuff. But then he did anticipate about (inaudible) this week. He's seeing a physical therapist twice a week (inaudible). Yeah, so ... it's going to take about another three weeks before they take this cast off and probably another two, three weeks for another therapy (inaudible).

LS: Well, let me just ask you a few questions and if you can remember, fine. If not, you can say that. The route that you were travelling that day, do you remember leaving ... were you leaving work, or ...

ES: Yeah, I was ... yeah, I guess I was actually leaving work. I was coming from ... I guess when I called her, I was calling from Milpitas. But I stop by at my work, which is in Fremont. I guess I was going home at that time.

LS: So, you left Fremont enroute home to Vallejo?

ES: Right. Well, what my confusion now is maybe I was ... because I'm an outside salesman, and so I don't know whether I was going to visit one of my customers before I go home. I just know I was on my way home.

LS: So, you think you probably got on 880 going north toward Vallejo?

ES: Right.

LS: But you're not sure whether you got on in Fremont or somewhere else?

CS: No, he's not sure if he was going to Vallejo, because see, he's got customers in Berkeley and Richmond. He wasn't sure if he was supposed to be going straight home or whether he was going to stop by and see a customer. He usually stops off to see a customer even without an appointment, to drop off literature as much as possible himself. So, he

thinks he may be doing that. But he's not sure. He's just not sure about if he was on his way home or just on his way to go see a customer.

LS: But you probably got on the freeway in Fremont and were either going to see a client or coming home?

ES: Right. Because see, usually if I was going home, I would take 680 from that point. Yeah, I would take 680 because it would be a lot faster. But I guess I was going to see a customer and that's the reason why I took 880.

LS: How often would you say that you travelled 880, the Cypress Structure?

ES: Oh, I travel that often.

LS: Like three or four times a week, maybe, or ...

ES: Yeah. Because most of the time, my territory is like the East Bay and Berkeley, Richmond and things like that. I also have Sunnyvale. So, I kind of take the Cypress Structure to go to Sunnyvale. Then, that's ... I'll take 680 going. That has more traffic, but ...

LS: So, how many times a week would you say you travel that route?

ES: I would say about three to four.

LS: Three to four. So, on this occasion, you were on the lower deck headed toward Vallejo?

ES: Vallejo, right.

LS: Do you remember how heavy; what the traffic was like that day; whether it was heavy, medium, light?

ES: I think ... just ... I think it was pretty light, because of the ball game.

LS: The World Series?

ES: The World Series.

LS: Do you remember what lane you were travelling in, or ...

ES: No, I don't.

LS: So, you don't remember how fast you were going then?

ES: No.

LS: Do you remember if you were by yourself in the vehicle?

ES: Yes, I was.

LS: You were. Do you remember where you were when the earthquake began, or do you remember any kind of ...

ES: That's ... I don't remember. I don't know whether it's because of, like I said, I don't know if it's because of my injuries that I don't remember anything. I don't even remember the earthquake. I don't even remember feeling the earthquake.

LS: So, you don't recall any kind of motion of the freeway or some rocking, or anything unusual like a flat tire feeling, or a flat tire or anything like that?

ES: No.

LS: Do you remember entering the Cypress Structure at all?

ES: I believe ... well, I don't remember it but I figure coming from that situation, I take that route, 880 route, and go onto the Cypress Structure.

LS: You know you wound up there, but you don't remember going into it?

ES: Right. Now from what I remember, I knew that when I passed by the stadium. Now that I ... I remember that now. Before I don't remember, but I just know, I do remember passing the Coliseum and watching the people, watching the people watch the baseball game.

LS: Yeah, but that was over at Candlestick that day. Yeah. But you do remember passing the Coliseum?

ES: Yes, I remember passing the Coliseum.

LS: But you don't specifically remember getting onto the Cypress Structure?

ES: No.

LS: So, you don't remember any vehicles that might have been around you on the freeway, or ...

ES: To tell you the truth, I don't remember what vehicle I was in.

LS: So, you said that you just ... you don't remember getting on the Cypress Structure and the next thing you remembered was what? Just waking up in the hospital?

ES: Yeah. That was the next thing I knew, that I woke up in the hospital. Well, when I was in intensive care, I had all kinds of dreams but when I woke up in ... then all of a sudden they just send me in my room, and that's when I was beginning to wake up and beginning to talk to my wife. Then, that's when she was explaining what happened to me, because I didn't know what happened, what all this ... the doctor kept talking to me and I didn't even know what was going on. I didn't know why I was in the hospital.

LS: You said you remember ... do you remember those dreams? Did they have to do with the earthquake, or ...

ES: No. It had nothing to do with the earthquake.

LS: So, you don't remember, you don't know how you got out of your car then and to the hospital?

ES: No.

CS: Yeah. The guy who rescued him, his name is _____ and they own a company, a business, two blocks away. It's on 30th Street.

LS:

CS: Yeah, _____ And ...

LS: How did you know that it was

CS: Oh, because what happened was my cousin host his Bible study and the person who writes, I guess the editor there, was writing something about earthquake victims. So, _____ my cousin, had mentioned to her that his cousin was involved in the earthquake at the Cypress Structure. So, what he did was he gave her the story and she had printed it in the Philippine News. The whole thing is, _____ is married to a Filipino who also bought the Philippine News and they were reading it on the paper. So, at that time, he wasn't sure if that was one of the people that they have saved. So, what he did was he called me up, because it says there that he _____ is at Merritt Hospital. He called me up at the hospital two days after he was taken from his wreck over there. He told me that ... that he had rescued _____ and he's got his belt.

ES: That he took me to the hospital and that he was the one that had got me out of the car. There was some firemen there, I think.

CS: See, what they did the first time was they took two vans and put them on top of each other just to get up on the lower deck and they were able to save five people. _____ was one of the last five they pulled out. They had two ways, the fire department, for the Jaws of Life so that they could tear some parts of those cars loose to lift them up a little bit to get him out. According to _____, he was wearing his seatbelt and they had to cut off his seatbelt from him and his head went through the sunroof, because we had a sunroof in our car. Apparently, I guess, the impact of that top deck falling down, the sunroof flew away and the sunroof wasn't there, but his head, this part right here, hit one side of the sunroof.

LS: Do you know what company _____ works at?

CS: It's called _____.

LS: _____ You don't know what the address is?

CS: I've got it somewhere here.

LS: So, you were wearing your seatbelt? Do you wear glasses when you drive?

ES: Yes, I was.

LS: No? Was your vehicle in good mechanical condition?

ES: Yes, it was. It's actually brand new.

LS: Were you in good health before?

ES: Yes.

LS: Were you taking any medication for anything before?

ES: No.

CS: (Inaudible).

LS: What kind of injuries did you sustain in the collapse of the Cypress Structure?

ES: I did lot of injury to the ... the bleeding in my brain, the blood clot on the brain and they need to open up my head .

CS: So, they had to perform the surgery. Then, like two days later, some more had developed, some more of the blood clots had developed and (inaudible). Both broken ankles and one leg was broken.

LS: The left leg?

CS: Yeah, the left leg. (Inaudible). There was big (inaudible) like ... (inaudible).

ES: Then, I had some cracks in my teeth.

CS: Yeah, but they aren't as bad. We have to take care of those other things.

LS: Yeah, right.

CS: Anyway, they pulled him out of the sunroof. That's how they got him out.

LS: Was this , and the fire department too?

CS: Oh. and there was, yeah, the fire department ... there was one guy that helped to pull him out. Also, there was another civilian that was there.

LS: You don't know who that was?

CS: We don't know who they are. No, he was just one of the people off the street. Then, they took him down on a stretcher with that forklift; that's what they used. Then, drove their own van to the doctors.

They said that he was conscious. Yeah, he was complaining about his legs and his back and ...

LS: Was there anything else that you wanted to say about the earthquake that you can, that I haven't asked you?

ES: Well, I've been watching the TV, but then they said that there's going to be another earthquake. It's like the fear, it's still there. Even when I travel, like I had doctor explain to me yesterday, like travelling on a highway, especially the one that is, the higher ...

LS: The higher freeway structures?

ES: Yeah, the freeway structure. It seems like the fear is there and it's like, what next? Because if there is another earthquake ... it's just this thing left on me. That's just the things that I have to look at once I'm back to being able to drive. Am I going to fear that situation? Where there another earthquake going on, or am I even going to bother going on that higher highway even if I need to go there. So, I guess, I was telling my wife maybe I should talk to a psychiatrist or a counselor and see if I can try to eliminate that fear.

LS: Then, you haven't had any kind of counseling so far?

ES: No, not yet.

CS: (Inaudible).

ES: That's ... we're going to try to see one. I think that's another reason I can't sleep either, because I still have that fear. Because sometimes I lay down like this and it seems that I have to.. I just feeling that I ... just get up and (inaudible).

CS: You just don't know how safe they are now a days. It's real scary. You get up and ... in fact, we went down to Oakland yesterday. You go through this bridge and go to the highways and you just don't know, since the earthquake, what's going to happen. You know when you go those highways all the time, you don't even think. You just assume everything is earthquake proof. But the way things are now a days, especially the highways ... I mean people don't think about it, if its going to collapse or anything, they just trust that it will stay up, yeah.

LS: But, of course, I mean, no one in the Bay Area has ever lived through or experienced an earthquake of this magnitude before. So, nobody had dealt with this before. But you know, you're right. I think it's something that everybody in the Bay Area has to deal with now and has to get over those fears and try to live with those fears. Is there anything that you can recall, , about ... that we've left our or that we haven't talked about about your husband's rescue from the structure, or anything else like that?

CS: Well, I guess I said he was one of the first five. They were able to pull them out before paramedics got there. It was really weird (inaudible).

He was bleeding and it continued, he lost a lot of blood.

LS: You mean with internal bleeding?

CS: Yeah, he had internal bleeding.

ES: (Inaudible). I thanked him for rescuing me. If I wasn't rescued at that time, I could have bled to death.

LS: We'll end the interview then at approximately 1140.

D-71, was interviewed by Investigator Steve Kowalewski, #7739, on November 15, 1989, at 1440 hours. The interview was conducted at San Francisco. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

SK: Investigator Steve Kowalewski, CHP
NZ:

SK: I believe you were driving on the Nimitz Freeway when the structure collapsed?

NZ: Yes, I was. Would you like me to tell you from beginning?

SK: Yeah. Can you just clarify? I'll ask a few specific questions and maybe you can add to them a little later. When you came onto the freeway, the Nimitz Freeway, where were you coming from?

NZ: I was coming from approximately the ... the Oakland Bar and Grill which, I think, is on 4th Street? Or 3rd Street? I took the ramp around the Webster, the loop around there, and I came on the expressway and then I began drifting over to the left lane so that I could get from the San Francisco to the left lanes.

SK: So, you were headed toward San Francisco?

NZ: Toward San Francisco, right. I was on the, as the diagram shows, on the inside lane, not on the outside. I was in this lane, exactly where the diagram shows.

SK: Was there anyone else in the vehicle with you at that time?

NZ: No, I was by myself.

SK: Can you describe the vehicle you were driving?

NZ: Yes. The vehicle is a Datsun hatchback 310GX and the license plate was

SK: That car is registered to you? Is that correct?

NZ: Yes.

SK: Do you know what insurance company insures you?

NZ: My agent was and I believe that we had

SK:

NZ: Right. The reason I'm not quite sure because the papers were in the car. I called the and the secretary told me that I was with

SK: How often do you normally drive on the Nimitz Freeway?

NZ: Quite often, as a matter of fact. I'm work for which is a messenger service, and in actuality, I'm practically all the time up and down. As a matter of fact, that very day I was in Berkeley and Oakland.

SK: So, you travel through that area sometimes?

NZ: Yeah.

SK: Can you describe the traffic conditions as compared to a normal day that you would drive up there?

NZ: The traffic conditions ... the left lane was practically open until you could see that there was no, I couldn't see cars either on that lane or behind. In my lane, only had one car about 40 yards, 35, 40 yards, in front of me. I used that car more or less as a lead. I always keep distance between me and a car in front of me. I like to be safe. I focused on that car. There was ... I noticed nothing wrong. There were ... on the right lane, there were many more cars. These two were sort of empty. There was a yellow Volkswagon, I thought it was behind me, but it could have been maybe the other way. But I remember seeing him in the rear view mirror. Maybe he drifted to the right, I don't know. But I remember seeing him. The right two lanes, I would say they had traffic maybe about 10 yards apart from me, one car to the other. They were not bumper to bumper. But there were more cars in those lanes than in this lane. That's why, in my estimate, I took ... later on, thinking of what I saw, that traffic-wise, there couldn't have been that many cars on the road.

SK: If you were to describe the traffic as lighter than normal, or ...

NZ: Yes. Much lighter than normal, yeah. I was surprised. As a matter of fact, now that you mention, I was totally surprised that these two lanes were wide open. Usually there are more cars.

SK: We're interested in that, especially from people who drive almost professionally everyday. So, now you said that there seemed to be more cars to the right. That would be in the slow lanes, the # ... we call the ... going from the fast lane to the right would be the #1, #2, the #3 and #4. Over in the #3 and #4 lanes, there was more traffic?

NZ: Right. Well, that would be ... that would be slower and fast in consideration to the normal highway. However, these two branch off later on to ...

SK: To go to San Francisco.

NZ: Yes. Two go towards Berkeley, the right ones, and the two go to the left so the people who want to go to San Francisco shift to those lanes regardless of speed. The other people shift to the other lanes.

- SK: Yes. I just wanted to clarify. You seemed to indicate that there were more cars towards the left than the right ...
- NZ: On these two lanes going towards Berkeley. That's what I was trying to say, that the traffic towards Berkeley was much more congested than the traffic going to San Francisco. In other words, the traffic ... these two lanes going to San Francisco were almost totally empty.
- SK: Prior to this incident occurring, did you have any ... what was your first notice that something was wrong?
- NZ: That car. The car in front of me, I think it was silver blue ... that was the car began swaying. It swayed like three to four feet, like this. I did not ...
- SK: By this, do you mean from side to side?
- NZ: Side to side.
- SK: This is for the tape recorder.
- NZ: Yes, from side to side. My eyes must have opened up and I said, "My God!", and that was the first notice that something was wrong. I ... first reaction was that something is wrong with that car. Then, I saw ... my next glance was the columns, those pillars. I saw them and they began bending like they were made out of rubber, especially the tips of the ... not the bottoms. The very top was bending like this. I never can forget it as long as I live. They were just bending! I said, "Oh, My God!" That's what my ran through my mind. I didn't say anything, I was speechless. Then, also, the deck was swaying a little bit. It was with the columns.
- SK: Now was it ... it was swaying?
- NZ: Left and right.
- SK: Just for the record, we're getting a lot of hand motions here that are indicating left to right rather than ...
- NZ: Left to right, yes.
- SK: Did you notice any up and down motions, or was it more side to side?
- NZ: I notice only side to side. It was ... there was swaying like this, the decks.
- SK: Side to side.
- NZ: That's as far as I could see. Now from another angle, maybe, it might have a different but from my angle ...
- SK: I think the engineers are very interested in actual eye witness accounts of what it felt like.

- NZ: It swayed from side to side and then all of a sudden, a huge slab that went over this whole thing went down like this, like a card in a house of cards. It went down with the front down. However, the rear of the slab was sort of held like, in a hinge.
- SK: Now when you talk about the front and the rear, would the rear be the part that is closer to your car, or ...
- NZ: Yes. The rear would be closer to my car. In other words, the far end is the one that's collapsed down first.
- SK: Was this the span or section immediately in front of your car?
- NZ: No. That was about 40 yards in front of me, 35, 45. I would say, I mean, I'm just roughly estimating. Anywhere, for precision's sake, let's say anywhere between 30 and 40 feet. I would say about 30, 35 feet, yards rather. The slab smashed a car. It's absolutely to nothing. I, and I ...
- SK: Now this is the silver blue car that you saw?
- NZ: Yeah. It smashed it to a nothing! And ...
- SK: Do you remember which lane that car was travelling in?
- NZ: Right in front of me.
- SK: That would have been the #2 lane also, like your car was travelling?
- NZ: Right. Now it could have been on this one too, because I did not concentrate. I just concentrated on the car, so it could have been either the second or the third lane on the main side. I'm not quite sure. All I saw is that swaying of the car and that was ... my attention was forced to that. Then, the next thing is I see these columns going and that whole thing and then that front ... the whole slab fell down and the sky opened up! I realized that this was it.
- SK: You could actually see sky between the sections?
- NZ: Yeah. I saw the sky and ...
- SK: Where once there was a roof to the structure, now there was sky?
- NZ: Now there was just open sky. I said, "Oh, My God! Good-bye, World!" Because I knew that was it! Then, the next thing is the slab in front of me, about 10 yards, that slab went down the same way. The front of the ... the front away from me. In other words, ahead of me. That went down. However, again the hinge in back, the (inaudible).
- SK: It went down in the same manner as the one before?
- NZ: Same as the other one.

SK: Did the two pieces falling, did they appear connected at all, or was there a separation of time between the time that they both fell?

NZ: It's ... the front seemed to separate totally and go forward, tipped forward. The rear of the slab seemed to be almost like hinged. However, by the time I looked at the second slab, I did not pay attention to the first one. However, when that second slab went down, then I heard a crackling noise and I found myself laying inside the car. The engine was on. There was screaming with the people in the back. I also heard the people ... during those seconds when those slabs were going down, I remember, I didn't utter any sounds, but I heard people screaming "Oh, My God!", "Oh, God!" and they were frightened. From where these sounds were came, I can't remember. I thinking they were probably from the back.

SK: Were ... at the time you heard these sounds, were you stopped at that time?

NZ: I hit the brakes. I hit the brakes when I saw the first slab. Through my mind, quickly like a computer went, either it's an earthquake or it's structure failure and the structure collapsed. So, I was not quite sure. Just in case, very instinctively I hit the brakes. By the time the second slab came down, I was practically stopped. So, maybe that saved me, I don't know. I have no idea what saved me. But I know that I did hit the brakes and I know that my car was sort of slanted.

SK: It wasn't completely parallel in the lane? It was ...

NZ: I don't think so.

SK: It was at a slight angle?

NZ: I remember when that slab was coming down and I was sort of angled because I was trying to stop the car. Its also ... it was an instinct to stop the car.

SK: Did you consciously try to lay down in the seat, or is that ...

NZ: No, it was just ...

SK: After you had stopped, you realized that you were trapped in that position?

NZ: In that position, right. I only remember hearing a crackling noise like you press a tin can or something like that. I felt that ... I heard like a dull sound of things being, coming down like rocks and things. It was probably pieces falling off. I heard like some kind of rocks falling around and all that, and I don't remember receiving the impact over my head. I didn't have a seatbelt on.

SK: Is your car equipped with one? A seatbelt and a shoulder harness?

NZ: Yes.

SK: You just didn't put it on?

NZ: I didn't put it on because ... I don't remember why, but I just didn't have it on and ...

SK: Do you think that was instrumental in the outcome of your injuries in any way?

NZ: In retrospect, I would say that that saved my life. In that instance! I don't recommend it for anybody else, but when it comes to that deck falling on me, yes, that saved my life! Because otherwise, if I had a seatbelt on, I would have been crushed.

SK: Is your shoulder harness one, it varies, I guess, from car to car. Would it allow you to lay over sideways if you had it on? Or would that prevent you ...

NZ: I'm not sure of that. But I would imagine that even if the belt gave, even if it gave so I could lay on the side, that the effect was so fast that I don't ... it would probably hold some way. The fact that I was loose is that probably I was hit from the side so fast that not ... this is how I think, I don't know.

SK: I realize this all happened very fast.

NZ: Very fast.

SK: I'm asking you very detailed questions.

NZ: Right. That part, all those slabs coming down, I remember that. God knows I want to forget, especially those people! I don't know if there were two or one, I mean, that thing came down like a hammer! A hammer hitting a fly! It destroyed them, destroyed them. I saw it with my own eyes and I said, "Good-bye, World, this is it!" Good-bye forever, I said good-bye. I was dead right there!

SK: Yeah. You made it OK, though, that's good.

NZ: But, I talk with my psychiatrist and the pain that I felt for myself in the car and the fear was not so great as I felt a terrible pain at being helpless and hopeless for those people in that car there. I knew that that ... actually, she explained to me and she said that could (inaudible) with everyone of us, with awesome power. (Inaudible) and the collapse. But anyway, I don't know. I'm curious to know who those people were for my own personal interest. It's sort of ... I can't sleep nights and many times I am ... this is the fixed idea that I have now ... that car in front of me. I get the images and (inaudible), within an hour about 20 times of that collapse that was in front of me. It's like a fixed idea, I can't get it away.

SK: After the structure had collapsed, were you aware of any other vehicles? Could you see any other vehicles around you, or were you aware of any people that might have been around you?

NZ: Only by sound, only by sound.

SK: You could hear people ...

NZ: I heard people screaming and I ... screaming for help and "God!", and suffering screams, like in Dante's Inferno. I didn't because I'm a sort of a survivalist. I checked myself first, head to toes, and realized that I didn't have a broken bone. I didn't have anything broken and I seem to be OK. I said, "So far, so good!" The engine was running. The fumes were getting bad. So, the shoulder was crushed by the roof against my hip, my side, and my left leg was pinned by the brake. It pinned my foot ... the shoe, the tip of the shoe but it missed on my toes by a sixteenth of an inch. It was a miracle. It was bent down, I couldn't pull it away or nothing. So, this left leg was pinned down and since I had those jogger's shoes that were up to here, I couldn't pull my foot out. It was locked and I couldn't reach for the shoelaces, I tried. I tried and only managed to ... I cut my hand on the glass trying to maneuver. I would move my hands a little but, but I couldn't move the shoulder. I couldn't breathe fully, I was breathing only half ones. I was ...

SK: Your body was compressed that much?

NZ: Compressed that much. I was afraid to release the pressure because ... I don't think it's my imagination. I think that it's ... it went down (inaudible) since the beginning, towards the end. I knew that I couldn't breathe as much as before and I had terrible fear that this (inaudible), by any chance, would move my shoulder that it would collapse on me. I, I was laying down. My head was on the right, the edge of the right seat. This leg, the right leg, was a little bit loose. I could move it a little bit around. The left leg, I couldn't at all because it was one position. It was pinned down. I could move a little bit, my heel but nothing else. I had no sleeves on the shirt, it was short-sleeved. So, I had no cloth and I couldn't reach to cover my mouth from the fumes. I couldn't even put my arm up. My first instinct was to shut the engine off. So, as far as I could, I tried to reach but it wouldn't shut off, it kept on working. Then, I pulled the key out and the keys fell down and the engine kept on running and I couldn't now reach the keys anymore. So, I said, "God," I said, "You saved me the first time from the initial crash, stop that engine!" It's got to stop, and I said to myself, "What a jerk, I filled up the tank! Why didn't you run on an empty tank?" I mean, this thing is going to run forever. I resigned myself, this is the second time I've resigned myself today. The first time when I saw those slabs and said "Good-bye, World." Now I realize I was (inaudible) near to God. So, I laid my head down and said well, if it has to be it has to be. The fumes were getting very strong and I lowered my breathing. I realized that I could not conserve the energy. I tried at one point. I tried to see if I could reach the, that little notch there for a rear seat to try to move it. I tried the left one and I tried to roll the left door window down, but nothing. I didn't even know that I didn't even have any windows, but you can see the picture, can't you?

SK: Yes.

NZ: But I tried. I tried all the techniques of survivalists trying to get out of there and I heard the screams. Now at one point, I remember, one man. Either he was a ... must have been either upper deck or lower deck, he was yelling about his leg and they were trying to remove him or something. He shouted, "You're breaking my leg, watch my leg, I can't take the pain" or something like that he was yelling. From time to time in the beginning, I would yell "help", but I had no response. I heard a helicopter flying over right in the beginning and I heard the police sirens in the back and then with the fumes coming, I resigned myself to death and I said, "I can't survive this so I might as well lay down and go in peace." Then, the engine shut off. Then, my hopes were up. I realized, "My God, now I have a chance." That was the first time I ...

SK: How long of a period of time was that before your engine turned off?

NZ: I think it was about ... I must give you a sort of warning here that the time span of the things happening when all this happened, is very inaccurate. Some things look like they are two hours and some look like five seconds, so I cannot be accurate. But I would say approximately about ten or fifteen minutes. I had an impression that I was there for three hours in that position, in that situation, but actually I was 45 minutes. So, that's why I'm sort of reluctant to say as accurately ...

SK: Now when you say 45 minutes, is that how long it was before someone actually got to you?

NZ: Someone actually came.

SK: Who was the person, people ... or do you know the first people that actually found you or located you?

NZ: Yes. That was ... and he was a volunteer. I didn't know that at the time. I thought he was either fireman or paramedic or policeman. I waited ... before you come to that, I used the biofeedback technique while I was, when the fumes start, when the engine shut off. The lights were on, and I could smell the gasoline and that was the gasoline coming from the other two cars and it was ... now I can smell the difference between the exhaust fumes and the gasoline fumes.

SK: The other two cars you are talking about are the cars behind you?

NZ: Yes. In retrospective, that's what it was. It was the gasoline because the rescue people told me. There was always a danger of the spark, because the lights were on ... I couldn't shut them off. At that point, I was totally relaxed. I used my biofeedback technique in controlling the alpha waves and I said to myself, ... you are uncomfortable but you are OK. You are alive." I was not sure about my left leg because I still have ... this was all swollen like this from the metal and I did not know it was pinned and I did not know if it was broken or whatever, I couldn't feel my left leg. It was numb. But the rest of my body was OK and I could move my shoulders and arms and the right leg, so I knew that that was OK. I lowered my blood pressure. I didn't use any energy. I used small breaths. I said if I have to survive this, I might have to be in

this position maybe for ten hours or maybe for three days, but I have to be alert. I cannot falter. I cannot afford to faint or go unconscious so I've got to save all my energy. I did. I just lay there, totally relaxed, and I thought of beautiful blue skies and trees and seashore and ... then I heard the voice. Somebody yelled, "Anybody alive here?" I said, "I am! Help!". That was the reason ... I know now that it was because I recognize, he has special kind of voice. It was him that was there. He says, "What kind of car do you drive?" I said, "You stupid jerk!" I said what I did, I know in that type of situation and I said, "A Datsun 310GX". He says, "What color?", and I said red. He couldn't hear well so he says "What color?" and I said red. He said, "Do you have the lights on?" I said, "Yes, I do." He says, "Are you all right?" and I said "I think so." He says "Are you sure?" and I said, "No, I'm not sure." He says, "Well, what seems to be wrong with you?" and I said that I've been crushed by the road. I can't breathe, I don't have enough air. So, he says well, "What do you need right away?" I said "Will somebody please break the window. I'm suffocating." I was, because there was no air. Well, I was not suffocating but near it. So, he says, "Well, listen Good Buddy," he says, "We'll get you out of there. We'll get you out. Just give me a few minutes and be patient. What's your name?". I said and he said well, "My name is I said OK,

I was extremely cooperative. I didn't scream or panic or anything. Because once I heard the people around me, my chances went up 80% for survival. I said OK, He went and got the firemen and then from that point, they began work. So, they came on the right side and they broke, they pried the door open and I kept telling them to break the window and there was no windows!

SK: How long do you think you were actually trapped before found you?

NZ: I thought, I had a feeling I was there for at least two hours but he judged that by his estimate, that it took him about 35 minutes to drive from El Cerrito to the Cypress Structure when he felt that. He estimated ... according to that estimate, I was there for 45 minutes. But by my estimate, by my feeling, I was there for at least two hours. So, now I take his word for granted because he had a better chance judging everything, he had a watch and everything. To me, seemed like an eternity but I had a feeling I was there for at least two hours.

SK: How long did the rescue operation, the actual rescue operation of you take for them to get you out of the structure.

NZ: I know that I was, I was released about 10 o'clock from the structure. It took about 45 minutes to get me to Eden Hospital.

SK: So, you went to Eden Hospital in Castro Valley?

NZ: Eden in Castro Valley. Dr. They took me right away and x-rayed me and. The first time I realized it was the earthquake was I was in the ambulance and I asked the paramedic. I said, "what the hell was that thing?" He says it was earthquake, so that's when I ...

SK: You had no way of knowing?

NZ: No, I didn't. Well, I thought it was an earthquake, but I took all sides of the situation and it could have been structure collapse. Sometimes it just happens (inaudible).

SK: Dr. I assume, is part of the emergency room for Eden Hospital.

NZ: The emergency room, right. They have the emergency crew that was ready for all the victims and they took me there and they right away put me (inaudible).

SK: Can you describe what the extent of your injuries from this were?

NZ: Yeah. I have two or three inches of dead tissue which is, according to the doctors, like a third degree burn. It's damaged tissue from the pressure of the roof around the circulation.

SK: Whereabouts is that?

NZ: I can show you if you like.

SK: No. I need you to describe it for the tape, for the tape recording.

NZ: What part is? Is here, left shoulder blade.

SK: I noticed earlier you showed me a little puncture wound it looked like your shin?

NZ: Well, it is now but it was all ... it was all swollen up like this and it was much larger.

SK: That's on your left upper shin?

NZ: Yes. I have been putting on antibiotic cream so it is going down. This is all numb, of course, for almost three, four weeks. So, my whole body was numb, the muscles, for about ten days over every muscle.

SK: I understand ... understandably, you sought some counseling on this, some ...

NZ: Yes, I'm getting counseling.

SK: That's good.

NZ: I'm staying with my family service counselor, because I'm very comfortable with her. I don't care about other shrinks, but she's very good, wonderful, and she's (inaudible) compassionate and I have two sessions a week.

SK: Do you mind her name being on the record?

NZ: No. Her name is and she (inaudible).

SK: Oh, that's all right. We probably won't ...

NZ: In fact, family services.

SK: Just a second and we'll get the tape set up there. You were mentioning that your doctors recommended that you maybe have some surgery. Is that correct?

NZ: Not recommend, he insists on that. He says it must be because otherwise the tissue will go deeper and deeper, the dead tissue.

SK: This is on your shoulder?

NZ: Yeah. He, Dr. at first diagnosed it as such and then he recommended that I go to see a doctor a week after and ten days after that, I went to the Red Cross Ambulance. No, the American ... the nurses, because I was desperate because I didn't have any money, I didn't have any ways to see anybody and I didn't ... I applied to FEMA, but I didn't get any help from anybody and so I went to the Red Cross. They checked my back and they saw that it was inflamed and it had discharge and everything else. I couldn't help too much (inaudible) because I can't see much of my back. They sent me to St. Mary's Hospital where I was checked by Dr. then called Dr and he explained to me that I had to undergo surgery as soon as possible, that the tissue was dead and he gave me antibiotics. He also gave me some kind of antibiotic cream to put on my back and to change it twice a day which I do, I still do.

SK: Then, this surgery is scheduled to be done at St. Mary's Hospital? Is that correct?

NZ: I am not quite sure which hospital he booked. He's going to ... I'm going to see him Monday and then he's going to tell me. He proceeded to make medical arrangements for the booking.

SK: I notice you have some glasses here. Do you wear glasses when you drive, normally?

NZ: No. These I use just for reading.

SK: Just for reading. So, you weren't wearing prescription glasses on that day?

NZ: No, right. I have a (inaudible).

SK: You mentioned that you'd been at the correct?

Is that

NZ: Yes.

SK: Had you been drinking prior to the ...

NZ: No, not ...

SK: How is your general physical condition prior to the incident?

NZ: Very good. Excellent. The reason I go there is they have a public phone there so I can call the company. We have an 800 number and as I am waiting, sometimes, for in between the calls, I just have a cup of coffee. You can check with the waitress there.

SK: No. We ask this of everyone. It's just one ... we also ask if you've been taking any medication of any type prior to that.

NZ: No, no medication. I was just working normal work day until 5:04.

SK: I think I've asked you all the questions that we have on that form. Unfortunately, I forgot to bring the form with me today. I'm sure I'll recall a few more questions and like I said before, I'll contact your attorney and make sure it's all right for you to answer them.

NZ: I would like to stress that I was extremely cooperative before and with this and I will continue to be because this concerns every human being.

SK: I do appreciate it very much. Thank you. I know this is a traumatic thing and it's a hard time for you and we thank you for taking the time out to talk to us.

NZ: I thank you sir.

SK: I'll end the tape unless there is anything anybody would like to add.

D-74, was interviewed by Investigators Len Silva, #7924, and Steve Kowalewski, #7739, on November 8, 1989, at approximately 1230 hours. The interview was conducted at the Oakland CHP Office. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

LS: Investigator Len Silva, CHP
SK: Investigator Steve Kowalewski, CHP
EM:

LS: could you identify yourself and give us your address and date of birth?

EM: , California. Birthdate is 2/20/42.

LS: 2/20/42?

EM: Right.

LS: I already got some information from your driver's license. Your driver's license number is California driver's license and your home phone is Your business phone and that is a mobile phone?

EM: That's correct.

LS: You're not sure of your insurance coverage, who is the broker, did you say?

EM: The broker is

LS: That's in ...

EM: They're located in Sacramento.

LS: Sacramento.

EM: They were in San Jose. They just moved their offices.

LS: On the evening that the, of the earthquake, you were driving on the Cypress Structure?

EM: Yes. I had just picked up a trailer from that had been repaired and was going to take it back over to I had entered the Cypress Structure ...

LS: Let me get ... what year was that trailer?

EM: I think it was a 1980, but I don't know though. I never look at the registration date. I just look, I make sure that the trip permit is legal.

LS: Your's was the ... the tractor that you were driving belonged to ...

EM: The tractor I was driving belonged to me!

LS: To you. That was an '80 Freightliner?

EM: A 1980 Freightliner

LS:

EM: Right.

LS: Where is that tractor and trailer now, do you know?

EM: The trailer is back over at ... The tractor, the last time I saw it was at Jenkins Brothers. Now, the insurance adjuster, he wanted it taken to ... Now whether it's there yet or not, I don't know.

LS: So, you were driving northbound on the Cypress Structure. How often do you ... I'm going to ask you some perforated questions that we have out here, OK? How often do you travel this route?

EM: Usually four or five times a day.

LS: Four or five times a day. You're going between pick-up points for your ...

EM: Right. Pick-up and drop-off. It's just wherever I wind up. Sometimes I go to Richmond two or three times a day and then other times I won't even be close to this area.

LS: So, on the day of the Cypress Structure collapse, you were travelling toward San Francisco?

EM: I was going to Richmond.

LS: You were going to Richmond. You had just picked up, where did you pick up your ...

EM: At ... down in South Oakland. I think it's down on 92nd.

LS: Where did you enter the freeway from?

EM: 66th.

LS: 66th?

EM: No. I got on 880 at Hegenberger.

LS: At Hegenberger?

EM: Yeah.

LS: Was traffic, how heavy was it? Light, moderate, or ...

EM: It was light.

LS: Light.

EM: I couldn't believe it for that time of day because ... I got this dispatch. I was supposed to go home, and then they called up and said can you ... because it's hot and all this kind of stuff, so I said well, OK. I wanted to get home like everybody else and watch the World Series.

LS: Right.

EM: So, I was kind of ... I thought sure that with the traffic, that I would be a lot later than what I was. But when I hit the freeway, I couldn't believe how light the traffic was. Especially when I rounded the bend there at, I guess it's right around 7th Street.

LS: Was there, were there any accidents ahead of you before you got onto the Cypress Structure that you recall? Or any slowdowns, or ...

EM: I was moving along at 55.

LS: All the way? What lane were you in?

EM: I think I was in the number, let's see, there are what, four lanes there? So, it would be, I think I was in lane #3 and wound up in lane #4.

LS: How fast were you going?

EM: When it all started, I was doing 55.

LS: How many people were in your vehicle?

EM: Just myself.

LS: Where were you when the earthquake began? Or when did it occur to you that there was an earthquake?

EM: Actually, it didn't occur to me that it was an earthquake until the section right in front of me fell down. Prior to that, I thought I had a blowout and I was trying to control the truck. I hit the guardrail. All this time I noticed it didn't look right in back, in my rear view mirror. It looked like stuff was falling. Up front, I know it was falling, because I could see it falling one section at a time before it got to me! I just leaned over and said good-bye because I knew I was dead!

LS: So, your first indication that something was wrong, was you felt something happen to your truck? I mean, what did you feel?

EM: Well, it felt like I had a blowout, a front tire blowout. Because I had no control.

LS: So, it was like the left or right or ...

EM: It started left, right ... it was just ... I was doing this all over.

LS: So, you weren't able to control it?

EM: No.

LS: Did that make you go into the right lane, or is that forced you over that way?

EM: Yeah. Yeah, it basically forced me over to the right lane.

LS: So, you did some steering. Did you do braking at the same time?

EM: Oh, yeah. I was on the brakes at the same time. I was trying to come to a stop because like I said, I thought I had a blowout.

LS: So, you were coming to a stop because you thought you had a blowout, not because you saw the sections falling?

EM: Right. That didn't register what was going on, I guess, until I guess, maybe the section right in front, well, not right in front but I was in the second section back, fell and man, then it dawned on me. This is an earthquake, it's all over!

LS: Were there any vehicles around you that you recall?

EM: There was a Volkswagon in front of me. There was a ...

LS: What color? Do you know what color it was?

EM: Yellow I think.

LS: Yellow.

EM: I do know one thing. It was totally ... all except for the rear end, it was buried.

LS: When did you first notice that?

EM: I saw them when they passed me ... because they were passing me. Then, all of a sudden, I couldn't control the truck and they were already ahead of me.

LS: You didn't notice whether they went out of control or went ...

EM: No, I didn't. I did see them disappear under the rubble.

LS: When you say "them", you think there was more than ...

EM: Well, I don't know how many people were in the car. I have no idea.

LS: Was that the only vehicle that you recall?

EM: I saw others disappearing up ahead of me, but I have ... I couldn't tell you what they were or how many people or anything like that.

LS: When did you first notice that the structure was falling?

EM: Oh, I'd been on the brakes for, I don't know, seconds, I guess. As I was looking ahead, it just, something didn't look right. I couldn't put my finger on it for a while and then it dawned on me that the roadbed above me was falling. It was all coming down, a piece at a time.

LS: Do you recall ... you said you looked in your mirror when you saw stuff falling, right?

EM: Yeah. I saw it, but it didn't register. It ... it didn't make sense!

LS: Sure. I would imagine it takes a while to comprehend what's actually happened, sure! But I mean ... so do you think that it was falling from both ends, or did it ...

EM: No. It was falling from both ends.

LS: From both ends?

EM: It was heading toward the one point where I was. To me, that's why I'm still here! It's because both sections running this way got to that section at the exact same time, and the opposing forces kept it up. Now that's my theory on it ... that's as good as anybody else's, I think.

LS: Where did your vehicle comes to rest?

EM: In the #4 lane, right up against the guardrail, just past the pillar.

LS: Do you remember any other vehicles around you that came to rest? You said you remembered a Volkswagon ...

EM: The Malibu in back. But actually, I was stopped and I looked around and then somebody was banging on my door. I guess that was the driver from the Malibu.

LS: Uh-huh. What did he say?

EM: He was just flabbergasted, just like me. Neither one of you ... I don't think neither one of us could really comprehend what the hell had happened.

LS: So, could you still see that Volkswagon then, or was it totally buried by then?

EM: Oh, I could still see the back of the engine compartment, it wasn't covered. That little section that covers the engine part. That was all that wasn't covered. When I got out of the truck, I walked over and tried

to get some kind of response out of there. But just from the way that the stuff fell, I didn't figure there was any chance of anybody surviving that one.

LS: So, this guy, you thought he was from the Malibu, came up and asked you how you were doing? Is that right?

EM: Um-hum. Then, we both, we both checked the Volkswagon.

LS: So, you got out of your vehicle just ... you just got out the door, right?

EM: Yeah.

LS: The left door?

EM: Yeah, the door was fine.

LS: Were you injured at all?

EM: Physically? No.

LS: Yeah.

EM: I had no scratches, bruises, no breaks, no nothing.

LS: Because I noticed the windshield was busted. You didn't get any ...

EM: At that time, I had ducked!

LS: You said you had gotten ... you've gotten some psychological counseling since then?

EM: Yeah, a little bit. I think I'm going to have to go get some more because it's starting to bother me again real bad. Today's been the worst. I had to go through the Caldecott Tunnel twice today, and I noticed the second time coming out ... by the time I got out, I think I was doing pretty close to 70. I'm driving a big rig, and that's too damn fast. It's bugging me. It's starting to bother me again. Yeah. I guess you guys could write me a ticket because I admitted it! But it's just something that I noticed. Ordinarily, I don't do that. Check my record, you'll find I haven't had a speeding ticket in 20 years.

LS: Now this questionnaire says can you describe the motion of your vehicle during the earthquake. So, I mean, it gives ...

EM: It was side-to-side and out of control.

LS: Side to side. Jolting, rocking?

EM: I felt no jolting at all. Just side to side this way, that's all I felt. As far as an up and down rumble or anything ... some people tell me they felt that. I didn't.

LS: What was your first indication of the freeway structure falling?

EM: Actually when I saw it fall. It fell, I guess it was about four, maybe five, sections in front of me. It fell this way, OK? Each section was going down like this. From a given point, like a pillar here and a pillar here ... it was like it would fall here and fall here and then the same way.

LS: So, what you are describing, if I've got this right, you're describing that basically it fell like from north to south. Is that right?

EM: Yeah. From ... in front of me.

LS: Right. So, you are driving toward it and you are observing the sections falling from north to south.

EM: Right.

LS: I mean, was it just like one right after the other?

EM: One right after the other, no pause at all. I mean, it was just like a great big sheet being laid down.

LS: How long would you say that the whole thing took? I mean, just roughly, just a guess.

EM: An hour and a half?

LS: It must have seemed like it!

EM: No. Probably not more than ten, fifteen seconds.

LS: Steve, can you think of anything?

SK: Yeah. I don't know if you covered this. Do you normally wear glasses when you're driving?

EM: Um-hum. Wearing those ... yes, I was.

SK: Were you in good health at the time? Were you sick or injured or anything?

EM: No.

SK: Were you under any medication or had you had anything to drink while you were driving?

EM: No.

SK: How about the mechanical condition of the car? The truck was in good mechanical condition prior to the incident?

EM: The truck was in excellent shape.

SK: Other than the candidates for outstanding ...

LS: Yeah. You had your seatbelt on?

EM: Yeah.

LS: Do you think that helped you out?

EM: In my case, I don't think it would have mattered. Because actually, I came to a pretty sudden stop when I hit the guardrail, but I didn't hit it that hard. Because when you look at the guardrail at that point, from what I can remember, it doesn't look like it's been damaged that much.

LS: So, how did you get off the structure?

EM: Well, there was a bunch of things that happened right in there. There was a truck up in front of me, he was on fire. He was on the upper structure, or upper level ... he was on fire. He had already used his extinguisher. I walked back, got mine and threw him mine. Like I said, this officer I had mentioned, he and somebody else showed up. Where he came from, I have no idea! Just all of sudden, they were there. They told us to walk back toward the back, back down toward Grand Avenue. So, we started walking and we had to climb over some of the rubble, and got up on the upper tier. We walked back, I guess, maybe about two blocks. Somebody had put up a ladder there and we got down on the ladder.

LS: You just walked down yourself on the ladder? Nobody was around the ladder, or ...

EM: Well, there was other people there but ...

LS: But there wasn't any fire or police or ...

EM: No, no. Well, there was just ... there was the one CHP officer. They were trying to get a man that was down. He was real badly injured.

LS: Where was he? Do you remember?

EM: I have no idea where he came from.

LS: That was on the top, or ...

EM: Yeah.

SK: Did you see any other injured people down in the section near where that Volkswagon was?

EM: Up in front there was a gentleman that was trapped in a Nissan. There was a rescue team that had climbed up and they were starting to work on him when we left. But he was down in such a position that I couldn't get to him. He was trapped, I think he was just trapped. I don't think he was really hurt that severely, but he was more trapped than anything.

SK: I think you mentioned that to me before.

EM: I know they had to get the Jaws of Life to do any good, to get him out of there. Other than that, I didn't see anybody that was crushed. I saw a lot of people that was up on the upper deck as we was walking back that had back injuries.

LS: I'm ending the interview at 1256 hours.



D-75, was interviewed by Investigator Rick Linson, #9945, on December 5, 1989, at approximately 1754 hours. The interview was conducted at the Oakland Area CHP Office. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

RL: Investigator Rick Linson, CHP

AP:

RL: (Inaudible) got off the structure and went to the hospital?

AP: Yeah. Usually we got off work at five o'clock. I work for the ; and we have two employee parking lots. One is located under the Nimitz Freeway at Madison and Jackson; the other one is located by Oak and Madison. I left the Department, I work in what they call the . So, I walked down to the parking lot and got in the car, warmed up the car. I usually, instead of taking the exit out of the parking lot on Jackson Street, I usually go around the block. In other words, I pull out on Madison, drop down to Fourth Street, make right turns all the way up to Jackson and then work my way up to, I guess that would be Sixth Street. That would be the on-ramp for the freeway. At Jackson Street, you make a left turn, rather than try to go through traffic, because there's a lot of traffic sometimes on Jackson. So, it's difficult to leave the parking lot through the Jackson exit. So, then it was a light commute because of the World Series and that. Many people were interested in that. So, I got onto the freeway and traffic was moving very well. So, then I made my lane change over from the on-ramp lane into the next adjoining lane, because if you stay in that lane you end up going out Highway 24 and out that way. So, you have to make the quick lane change there. So, the traffic was moving well. There were a few cars in front of me. There was a Standard Oil Truck who was going at a good clip. They had some container, ocean-going container things that they load on at the 7th Street terminal. They had turned off onto Cypress. Then, we entered this part I guess you call the Cypress Structure. The cars were going along good, but then they started to slow down and I figured well, what the heck, I'm not going to pass them. So, anyway they started to slow down and I noticed my car had a kind of fishtail movement and I thought to myself, "now what in the world is this?" I thought well, "that's OK." Then, traffic started to pick up again and I caught up to the Standard Oil Truck. I figured well, I'd better drop behind then, because there were a few pebbles hitting the windshield. I didn't want to have a stone kicked up from the truck and break a windshield, like I had the previous year. I caught a stone and had to have the windshield replaced. So, anyway I was being passed on the left by other cars. I was in the right hand most lane. Suddenly the car started to shake violently from side to side like I had a rear tire go out, really violent. I thought, "whoa, wait a minute, what a hell of a place to have a flat!" There was no place to pull off. I thought to myself, "whoa, wait a minute, this is no flat." Then, I thought the steering went out. All this was transpiring in my mind within a flash of a few seconds. Then, I saw that Standard Oil truck, the delivery truck in front of me. He was slowing down and more and more debris started coming

down and then it got really violent, really violent shaking. Then, I saw that he was in trouble as well. There was an adjoining ... in the adjoining lanes there were several cars. One of them was a yellow Volkswagon bug. I had caught up, he had passed me previously. Then, he had dropped back, and as all this was transpiring, I caught up to him. Then, I heard him accelerate and I realized at this point that this was an earthquake and this thing is coming down. My thought was ... the last I saw was that Standard Oil delivery truck up ahead of me. He was in trouble trying to keep his truck under control and I thought if he's going to wallop into something, I'm going to be dead because I'll probably plow into him. So, literally, I felt ... I just stood on my brakes. The last sight I saw was ... was that truck and then this rain of broken concrete started to engulf my car. It was bumping and thumping of concrete and the windshield started to get battered with bits. Finally, the car ground to a stop and as it was grinding to a stop, to my left it got extra dark. I heard this kaboom! Something had really collapsed almost right next to me. So, the car stopped and I thought to myself, well what next? Am I trapped or what? So, I popped the door open and that's when I was engulfed in a cloud of dust from the broken concrete. So, I got out of the car and saw daylight. So, the pavement was all broken under me and littered with broken concrete and everything. The trucker was getting out. I said, "are you OK?" He says yeah, he's all right. So, I said, "look," I says, "a second or two either way and the both of us would have been talking to St. Peter." He agreed to that! So, then we looked over and as the thing was collapsing, apparently the pavement was battered down because there was like a hole and inside the hole was this little yellow Volkswagon bug. It was just about covered up with broken concrete and debris. I rapped on it but never got a response. Below him, off to his right, was another little gray car. I don't know if it was a BMW or what. There was a bumper laying off to the side. He was completely buried, just the roof of his car was visible. We didn't hear any sounds out of it. Then, we looked over and we could see the southbound traffic was slightly above as we could talk to the people there. Some of them were already out. Some of them were battered and bloody. They had rigged up little bandages out of whatever they had. One fellow came over and he asked the trucker if he had a fire extinguisher. He said, "yeah, we got a fire and we can try to put it out." So, he got to his rig and got a fire extinguisher. I went back to my car and got a fire extinguisher out of mine too. So ... but they didn't use it, so ... we stood around and then we walked over to the left portion of the freeway and we looked over the edge and there was a small gray car that had apparently somehow flown off the upper deck. There was someone laying next to the car. There were people milling ... saying that he's dead. Apparently he was killed outright. At that time, we were looking at this concrete sandwich, at the upper deck and the lower deck, and black wisps of smoke began oozing out further up ahead from the lower deck. Apparently there were vehicles in there and they were smoldering and actually starting to burn. Then, a little while later, I rapped on the yellow Volkswagon again with no response. We heard a muffled voice out of the gray car, "Help! Help! Get me out of here!" It was muffled, of course, because the windows were completely covered with debris and everything. By that time, some people were working their way up from the street level. I guess they were some local residents there and then there was a woman dressed in, I guess, a

white shirt and black pants. I think she was from the fire department. Some of the local people were getting upset but they couldn't ... see, we got to get him out and they started getting in a kind of panic. I mean, here the person is trapped and they'd like to do something but there was nothing to work with. So, she rapped on the thing and she said, "look, hang in there. We'll try and get the Jaws of Life to you and get you out." Because there was nothing you can do, we just had our bare hands and tons and tons and tons and tons of debris all over the place. By that time, it was getting later and later. Some of the plant, right where I was stopped, I recall there was a forklift repair company and next to them was a yard where they had these orange ocean going containers, the shipping. They start ... I hear them using their huge forklifts and stacking containers up next to the structure further down. Then, another outfit drove over with a portable conveyor. This was just a rubber conveyor mounted on a truck and they edged it up, angled it up to the freeway to get people off. We looked at and it was too slick, there were no handholds. There were just two places where you could put your feet. So, we didn't opt to go that way. Then, one agile young man was able to show us a way going down broken rebar, but I didn't want to take the chance on that. The footing wasn't that good. So, he went up and down and surveyed a few things. So, by that time, some people worked their way down from the upper deck that were southbound further over. These were some sort of military personnel. I'm not familiar with the rank. They looked like possibly Navy or Marine Corps, because they had ... their rank was on collar insignia. Now I'm familiar with Army rank and I didn't recognize that as being Army rank. So, anyway, they guided us up to the upper deck. Anyhow, (inaudible) few of them grabbed me by the hand and pulled me up and all that. I guess the trucker followed up. They got us up there and then we saw what had transpired in the upper deck. Further down, it was just a war zone. They had all these different cars every which way. Some of them were burning. A lot of people were on the pavement. Some of them looked like they were attended to. In other words, they had some light bandages and that and were just waiting to be evacuated by then. So, they said there was a ladder on the other side so we went ahead and worked out way over there and then another fellow, but taller than us, got down first and then was able to kind of support us. I got a foothold on a smashed car that was wedged in between some concrete. There was a ladder there and there was another group of people there. I didn't know where they were from, whether they were upper deck or lower deck. But they had one person that was severely injured. His eyes were bulged and they weren't showing any response and he was roped to the back of another, he was dressed in a brown uniform. I take it he was a UPS driver. So, there was a ladder, an aluminum extension ladder, rigged up against the lower deck there. So, he was going to go down with his man strapped on his back and another, a fairly large individual ... said, "OK, I'll go down first and I'll be supporting your feet." So, he went down and then this other fellow, with the casualty strapped to his back finally got a foothold. Then, another fellow wanted to get in to help from the top. I says, "hey, hold it! You get too many on the ladder you're going to snap the ladder off." There were three fairly heavy individuals on there and you get a fourth one on there, the extension ladder is going to break and then everybody's going to be really in a mess. So, finally they got him down and then two more of these paramedic types showed up and they

had the big white box. They had this other, like a board with handholes, and it looked like a stretcher. So, they worked their way down and they handed the box down and then they went down the ladder as well. Then, they asked anybody else coming out and I says yeah, I'll come out. Ladders don't scare me, so I just climbed down the ladder and that was it. I looked around and there was nothing I could do. I knew they weren't going to evacuate anybody from that ladder from the upper deck because it was too risky and it wasn't a convenient location. I'm sure that they just relocated it where they could hand these people down the ladder. It was more safer for the casualty as well as the personnel doing the evacuation. So, then after that, I just looked on. There was nothing I could do. I just ran under part of the structure, because I didn't know if it was going to collapse, and I just walked my way out and walked out Peralta Street. I worked my way up to San Pablo Avenue, took a bus and went home. By that time, the people told me that there were a lot of them heading out by BART to the World Series game in San Francisco. They had their ball caps and pennants and all this other stuff with them. They had ... that the system was stopped, but that the Transbay Tube had held, which was a relief for me, but that they had lost the bridge, the bridge had collapsed. So, these busses were originally chartered, routed for San Francisco so the AC Transit buses, became local buses and started hauling passengers back and forth. That was that. Then, later, I learned that the casualty rate was estimated at roughly 200 up in the Cypress Structure. That was revised downward when they realized that the traffic was very light and I'll vouch that there weren't that many cars there. There were cars, but it wasn't like in past years as I remember driving many times years ago that it would be four lanes bumper to bumper and it's like a huge parking lot. It wasn't that way that day, Thank God! That's about it.

RL: How often do you travel this route, sir?

AP: Not very often. This is the whole joker of this whole thing. I'm kind of ... I didn't really have to be there. I work for _____ and I can use the _____ that go to and from work for free. I was doing that. I live in Albany. I usually get on at the North Berkeley BART station, Sacramento Street. Well, the City of Berkeley had it posted that they were going to do some street repair work and that Sacramento Street between Hopkins and Rose Streets, which is the way that I would travel, would be blocked for a period of up to two weeks. So, that Monday I figured well, I might as well end up driving to work, it won't hurt to drive the two weeks. So, Monday was a wonderful commute. In fact, it did the car well because it didn't have any short hauls and I cleared the carburetor out so it idled and ran very well. Tuesday, I thought well maybe I'd better go up and see if I can get at a station. I thought well, no. It was all right, it would be a good commute and it wasn't. OK. So, Wednesday morning I could hear BART running so I figured the best thing for me to do is head back to work. So, I walked down some side streets to the station and got on the train. In the afternoon, I came back and I figured I might as well walk out Sacramento Street, across Rose and across Hopkins because they have traffic lights there, because at that time of night, there's a tremendous amount of traffic on those streets and it's better to cross at a signal if you're a pedestrian. So, I got to the top

of Sacramento Street, right at Rose Street, and traffic was flowing right through there. They hadn't started their project! In other words, had I known this, I would have taken BART both days and I wouldn't even have been on there! So, as it was, they started to patch it a few weeks later. It's been ... that section has been repaved. But they had apparently got tied up elsewhere and fell behind schedule in their work. But actually, I didn't have to be there. Had I just made that left turn and drove up to the BART station, I would have made it and then I wouldn't have been there at all. It was just one of those things.

RL: I just have about four questions that I'd like to ask you that pertain to this particular that weren't covered in your statement. Basically you've covered everything that we're interested in. Were you injured in any way?

AP: No. No, just a slight scratch on the leg ... climbing and I brushed against some rebar.

RL: Can you describe the motion of your vehicle during the earthquake?

AP: Well, it was generally side to side like you had a blowout and a rear tire had gone out, but then it got even stronger than that and it was difficult to ... I'm sure it would be ... thinking back on it, if a person was caught kind of in a real, relaxed moment, you could have lost control of the car ... if he would have been caught by surprise. One thing that may have helped me is the fact that it did have power steering vehicle on that vehicle and it was just relatively easy to control that way. But then I wasn't going that fast either. I was doing about 45 behind that truck and I thought to myself well, I've got no need to pass that truck, because I figured well sometimes ... in past years when I worked at another company, I drove that Nimitz on a daily basis. Because a lot of times, there would be a traffic tie-up further on ahead where they have the interchange of MacArthur, and the Bay Bridge traffic would merge together in addition to the traffic feeding off of Cypress and then backing up. Sometimes you just pass for no reason at all. I figured I might as well stick to it. I estimated that I was about between five and six hundred yards away from the end of the structure is what my estimate is. Maybe I'm a little wrong on that but I would think that I was about that distance from the end of it.

RL: Do you know your location on the freeway with respect to cross streets? I know that you are above the grade, but maybe there was a landmark or something that ...

AP: Well, there was ... I passed the More-Ware Paint Company and I passed that ... there was a kind of self-storage place and I passed that. Also I passed the last on-ramp. There's that one that was midway, that was about Grand Avenue or something. I was way past that. I remember on the registration slip that I recovered from the car, they had a notation that someone had written down. They called it "Bent 96", whatever that meant. But as for the streets, I don't know if it was 32nd or one of those streets, because the streets, Peralta was angling into it right there so maybe within a block over, so it's ... I'm not really that familiar with the streets. I don't think it was Willow Street, you see, because the

streets don't run at, don't run perpendicular there, and see that's the whole thing. That's difficult to determine. So, that's about all I can say on that.

RL: What was the first indication that the freeway structure was falling?

AP: Well, I heard the pieces of debris hitting the car. I mean, not little ... first little pebbles and everything and then big chunks, I mean. I mean I heard a heavy thumping and banging and everything. I knew that this was it, this was coming down and (inaudible). I fully expected to get squashed. I know too I hunkered down in my seat, but there's not much you can do about this. You got tons and tons and tons and tons of force there. It's ... as everyone knows in any type of accident, the cars aren't really that strong, they're relatively flimsy, but I was very fortunate that I was not squashed.

RL: Can you describe the motion of the freeway structure during the earthquake?

AP: That's difficult for me to determine. I would imagine, that it was probably from side to side, because that's the way that my car felt. But it was difficult to see primarily because, first off, it was actually in the old days when the thing was standing, driving through there, it was relatively dark in there. So, you don't really have anything to refer to. Then, all this junk started hitting the windshield so I really couldn't see out to try and recollect as to if I saw anything moving before it collapsed.

RL: You've indicated that the flow of traffic was real light. Can you estimate the speed of the flow?

AP: It was ... they were going anywhere ... since I was passed, I was doing 45 and I was passed, I'd say, by vehicles going say between 55 and 65 miles an hour. Some of them were doing a little more, some a little less. But then you're doing 45 and somebody passes you at 55, he's passing you at 10 miles an hour faster so, they were generally in that speed range. It wasn't that anybody was really hotdogging it down there or anything like that. It was, I would say, a very good flow of traffic. It was moving well. There were no stalls that I could see or anything like that.

RL: You had mentioned a man strapped to the back of somebody who was trying to carry this person off the freeway?

AP: Yeah, um-hum, they did. They did get him off. But what ... then I don't know what ... I guess they loaded him into an ambulance and off he went.

RL: What did the victim look like that was being transported off the freeway?

AP: You mean the racial type or something like this?

RL: Clothing or race or ...

AP: Well he was dressed informally. He looked like a Hispanic type. Brown

eyes, slight darkish complexions. But black hair. But he wasn't moaning or anything like that, so I don't know. He may well have been so severely injured that he could have been dying for all I know. It looked to me like he had a head injury. He wasn't responsive. I didn't see anything where he was bleeding from any wounds or anything like that. This I did not see.

RL: Did these two men come from the upper deck to your knowledge?

AP: You mean the person who was evacuating him?

RL: Correct. The person evacuating the ...

AP: That I don't know where he was located. I didn't see any UPS truck, so I don't know where this guy was from, whether he was upper or lower deck. He himself was injured by the way. Then, when he gets down the ladder, he starts jumping around and I didn't realize he was hurt and I said, "hey, take it easy because you don't want to stress yourself and then go into a shock situation." So, then finally I guess they got loaded into ambulances and taken away. Of course, I didn't really see that happen. When I got down to the bottom, the other people were gone except for the guy that did the actual evacuation. So, it's kind of hard to tell where they were from. I don't recall seeing a UPS truck anywhere around there. It may have been on the lower deck or somewhere else, but the site can't really be verified. Or, he could have been coming from work and he may not have been in a UPS truck. In other words, he had finished with his shift and was driving home in his own personal vehicle, that's a possibility there. I didn't think of that. So ...

RL: This man did have UPS type of clothing on?

AP: Oh yeah, yeah. See, he was, well, I hope people don't take offense at my descriptions. He was a light-skinned black, that would be his racial type.

RL: A second part of the investigation that's being conducted here is an investigation to identify the people that in your own mind went above and beyond the call. We're classifying them as "heroes". Did you recognize anybody there that might fall into this category?

AP: Oh certainly. This fellow that had the man strapped on his back, sure. Because he took a chance. Hey, when I was up there I was really concerned about the aftershock. I thought if there's going to be a severe aftershock, anything approaching what caused this thing to fall down in the first place, this whole thing is coming down. I mean, we're not dead yet but we may soon well be. So ... they said there was a severe aftershock but I did not, I do not recall feeling it. So, that to my mind means the structure was so unstable that it kind of absorbed it. So ... then the other thing is a lot of people ... sure, they wanted to help and that but there's nothing, really, that you could do. I thought about the fellow that was trapped. I thought well, wait a minute. Maybe we could break off some of this rebar and use it as a prybar and everything. Then, I thought to myself hey stupid, that's all you need is to start monkeying

with that stuff, get something broken and then bring the whole thing down. So, I abandoned that idea in a hurry. I talked to this fellow, a free-lance photographer who provided me with a photograph, and I asked him about that fellow in the Volkswagon. He said the Volkswagon and he said well, he was D.O.A., that's dead on arrival. I said well, what about the guy in the gray car? He said it took them five hours to get him out. So, hopefully, the man survived, hopefully. There were other vehicles further ahead. Nobody seemed to want to question me about them, but I think there could have been as many as four more vehicles ahead, which flames were incredible. I didn't see flames but the black smoke.

RL: Did you know what type of vehicles those were?

AP: Usually, I think there were like, I think the one that passed me was like a station wagon, gray, and it had three people in that one. Whether they made it or not I can't tell you. The others were like mostly foreign cars, smaller type cars, or smaller down-sized American cars.

RL: What lane was the station wagon in when it passed you?

AP: In other words, two, one, two, four. I'm in here so he must have been in lane #3.

RL: Number one would be the fastest lane?

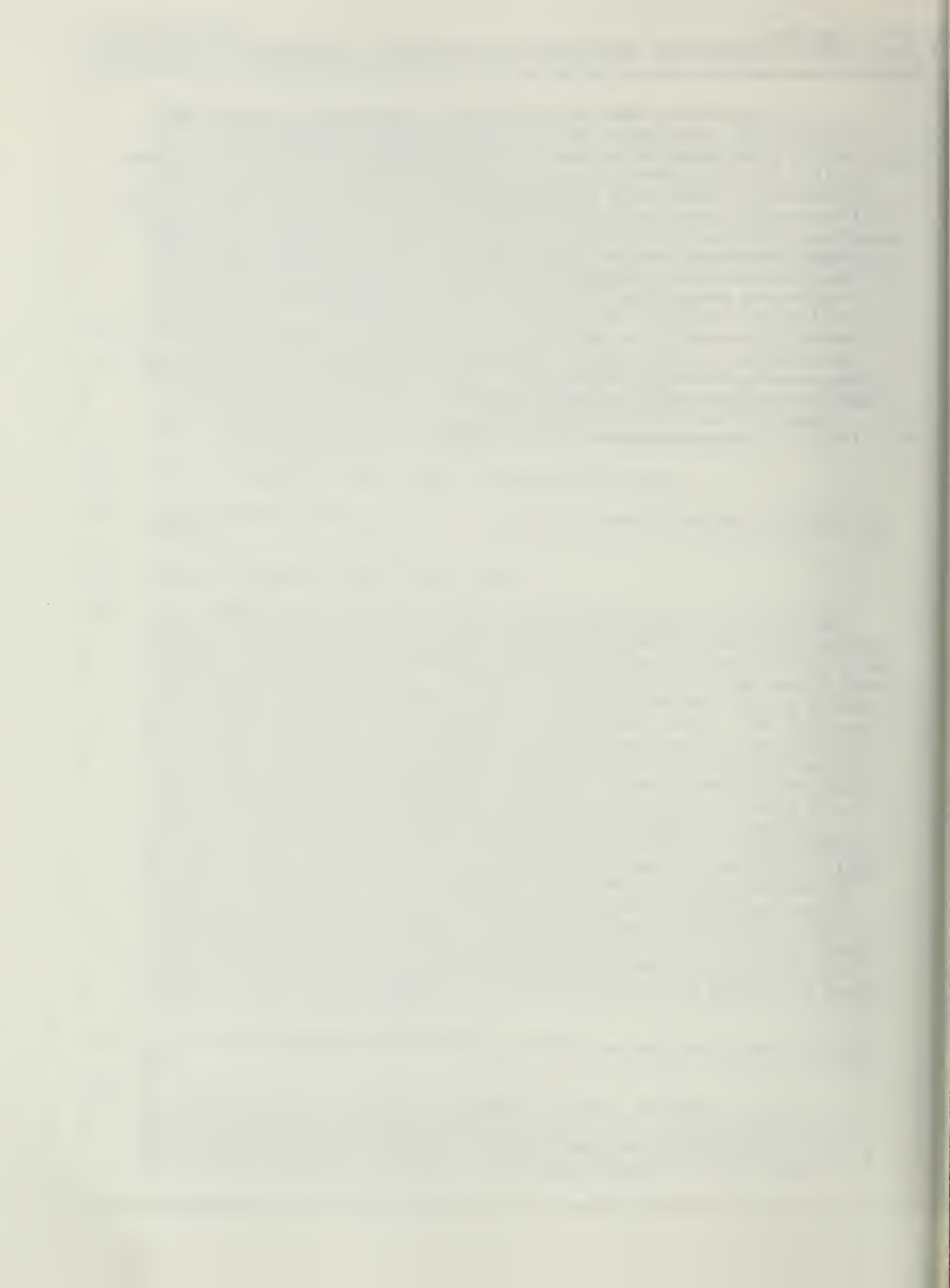
AP: Yeah. Number one is where everybody would be zooming straight to San Francisco without any lane changes. But in the old days when the traffic would be backed up, they zoomed down there and then they cut over to go to Richmond at the last second. There'd be a motorcycle officer waving them over! That would slow things up, but ... the Volkswagon, when he passed me, I don't know which lane he was in. He may have been in the adjoining lane or one lane over, or when the thing collapsed, he may have been thrown over. Now the little gray car, he was in front of that Standard Oil delivery truck. He made a lane change in front of him and then out again, and then I lost sight of him. Then, the structure started to collapse and I was more involved in stopping my vehicle ... as the windshield was battered, I couldn't see anything anyway. I mean, there was also a lot of dust as this thing was coming down. (Inaudible). I had the little vent window open on the driver's side. That was smashed to smithereens right away. But generally, that's the only window I would keep open on the driver's side. The large window I would always keep closed because of the fact that occasionally as you're driving by, trucks kick up debris and you can always get a rock or something going through this way. So, I figured that well, that was my habit to keeping it always closed. I just have a mental ...

RL: Well, I have nothing further unless you have something else you'd like to add.

AP: No, not off hand. This is as I remember things. Of course, maybe ... hopefully, I haven't blocked anything out but I don't think that I would say anything that was essential in determining how the structure fell. I mean, it fell and that was that! In the photograph that I got from

it shows a lot of wood and people have told me that was the result of the forms being left in place when they use this type of construction on the hollow beam. In other words, the interior form lumber is left in place. There's just no way you could get it out. As the structure ... after I had stopped and I knew it was over, I heard this few little pebbles clatter to the car and then I hear a "kabook" like a piece of wood falling down. It was a piece of wood that had apparently been broken loose from the form lumber, or this "bonk". I look around and I see this lumber and I thought to myself well, there wasn't any lumber truck around me and then I realized that it was the form lumber that was utilized when they made the structure. But generally, as to see anybody being killed outright or anything like that, no, I did not see that. I saw squashed cars and supposed that there were casualties there and they were fatals, I saw fatalities there. But all in all, it's the way it was. I consider myself very fortunate.

RL: This will be the conclusion of the interview. It's 1823 hours.



D-78, _____, was interviewed by Investigator Rick Linson, #9945, on November 7, 1989, at approximately 1223 hours. The interview was conducted at the _____, Oakland. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

RL: Investigator Rick Linson, CHP

RG:

BT: _____ (step-father)

RL: Basically, _____ what I'd like you to do is just in your own words describe to me what happened. I'm going to be taking a few notes while you describe, so just go ahead.

RG: The date, October 17, I was headed northbound going to my friend's house in Berkeley. I was in the third lane to the far left. I was in the fourth lane over on the right hand side. I had just switched over in the fourth lane. All of a sudden, then I heard like my tires was, I felt that my tires ... I thought I had a flat tire. The next thing I know my radio went out. All of a sudden, I seen the bridge coming down right in front of me. The whole span just collapsed, and I just stopped my vehicle right there. I didn't have time to react or anything. I was driving about 55, between 55 and 60 miles per hour at the time. Everything just fell right on top of me and I didn't know what to do. I didn't panic or anything; I was able to get out of my truck through a small crack in my window on the driver's side. I squeezed through and landed on the pavement. Barely had enough room to move around up under there, but I squeezed around underneath my truck. I saw a peak of light ... which there was so much dust up under there, but I saw a peak of light on the right hand side. So, I managed to move over to that area, where that light was shining through, and squeeze through and able to get off the span at the time. Not knowing if there was going to be an after-shock. That's when I panicked, I tried jumping. I was going to jump but some guys were in the area, they told me, "now, don't jump, just walk over to the pillar." I say, "I want to get off there." I was trying to get off there. I was going to jump from that span, that lower part right there. I didn't want to take any chances, because all that concrete was sitting right over me. You know those pillars, they were hanging over. I was just in shock at the time. So, I did walk over to the pillar and took about two steps down. Then, I jumped the rest of the way. Then, I looked up and saw what happened. Saw the whole bridge had just collapsed and people was ... hear people screaming and hollering. Hey, I was bleeding from every point, from my hands and on my back. I guess that was from the glass. I was trying to get out of my vehicle. But, about 5:30 I was ... an ambulance came. They told us to lay down on the ground. They put me with this guy named _____ I don't know his last name. I know I saw him on television a couple of days after the incident. They told me to stay with him and then about 6:00 o'clock an ambulance came. They put us in it and we drove around the Cypress span. Then, he ended up telling me ... well, they saw some more victims that were more seriously hurt than I was so they was asking me ... they asked me could I wait for another ambulance 'cause they

needed to take these victims to the local hospital because they were seriously damaged than I was. I was just bleeding ... I was one of the walking survivors he said. So, I did. So, I ended up getting on another ambulance and then I was asked to get out of that one too. They were steadily bringing people off the span and they was really in bad shape. So, I ... it didn't bother me so I walked down to almost Grand ... I walked to Grand Avenue and got in another ambulance and they told me to sit on the curb. They cut my pants leg open 'cause my leg was frozen up and my leg was really in bad shape. They end up saying it was all right, I didn't break anything. Just had a cut down here but ... so anyway I ended up going to the main hospital in San Leandro.

RL: The main hospital?

RG: Humana Hospital in San Leandro. I was treated about 7:30 or 8:00. I was released about 9:30 I guess. They asked ... talked with me and spoke with me. I was just in shock then. Mostly terrified, shaken but they recommended me to see a psychologist and everything. That was basically what happened that evening. I have done follow-up with the doctors and stuff at St. Rose Hospital, in Hayward. I have seen a therapist as far as my neck. My neck is really ... I'll be laying up here watching television, sitting on the sofa and just barely can get up from the sofa. So, I went to go see him for my neck and the lower part of my back. But eventually, I'm ready to go back to my normal things I usually do as far as working. But psychologically, I visualize this whole incident and I'm just driving and I just see this whole thing in mind, this bridge coming down on me and I could have been ... the Lord ... I guess it wasn't time for me to go. That's the way I look at it.

RL: How often do you travel the route?

RG: I've been going to work in San Francisco for 11, since 1979. Going back and forth off that span coming from Oakland. Sometime I take 580. Most of the time I take 880.

RL: We've already talked about lower deck, you're going northbound. On your way from work?

RG: No, I was going to a friend's house.

RL: That's right. In Berkeley.

RG: In Berkeley. Right off of Ninth Street.

RL: Where were you coming from?

RG: I was coming from my mother-in-law's house. I had just dropped my son off. I was going to watch the baseball game there. Just dropped
at my mother-in-law's house on I got on 880 at High
Street headed towards Berkeley.

RL: Can you remember how heavy the traffic was? Was it light or moderate?

RG: It was moderate. It wasn't really that heavy. Wasn't that heavy for some reason.

RL: What lane were you in?

RG: I was in the fourth lane to the right.

RL: So, the fast lane ...

RG: The fast lane was that lane over here and I wasn't in lane #1.

RL: Right. I just wanted to make that lane #4 was the same # ...

RG: I had just switched over too. I'm glad 'cause I noticed that after I got out of my truck, in that fourth hand lane after all this happened, I saw another truck in the next to mine and I could see nothing but his tires in that third hand lane.

RL: How many people were in your truck with you?

RG: Just myself. I'm glad there was nobody. My wife is pregnant and she wouldn't have made it out of there.

RL: Do you remember where you were when the earthquake began?

RG: I was on the Cypress span. Like I said, I was ... my truck was shaking like this and I didn't know if my axle was coming off or I had a flat tire. Then, my radio went off.

RL: Do you recall anything about the vehicles that were on the freeway near you?

RG: I can't visualize ... I know there was a truck over in the third-hand lane 'cause I had just got over and I was behind him at the time but he was ... I think he had slowed down and I got my vehicle ... that truck was right beside me in the next lane.

RL: Do you know what kind of a truck it was?

RG: It was a bigger truck than mine, I think it was a Chevy. Before that, I saw his tire, I thought I saw the name. There was so much dust in there I couldn't really see ... it was dark up under there.

RL: What was the first indication that you had that something was wrong?

RG: I knew the bridge had broke. I didn't know if it was a earthquake or not. I thought ... I didn't hear no explosion or anything. I just heard ... really didn't hear nothing. I just ... I saw everything and felt everything at the time. I didn't know if somebody had bombed the bridge or ... what but after I got off I saw that the whole span looked like a waste.

RL: Can you describe your injuries to me?

- RG: Well, I had cuts and bruises on my hands, my arms, my legs and my back. Right now I'm having problems moving my neck in certain locations and certain positions I can't. It takes me a little longer to sit up and stand up 'cause the lower part of my back ... the doctor recommended me not to even attempt to go back to work this year.
- RL: Do you know what happened to the people on the truck around you, the truck that you say was next to you?
- RG: I don't think that they got ... there was no way he could have made it out of his vehicle because his vehicle was just crushed. I couldn't even see his cab so there was no way for me to see him or hear anything in that vehicle. After I got off the span in that certain area right there where frame 90 was at, I saw a big old fire go up. I didn't know if it was my truck or his truck. The next thing I saw was smoke coming out of that crack out of that area.
- RL: Can you describe the motion of your vehicle during the earthquake?
- RG: During the earthquake it was like a rocking; feel like you was on ... I don't know, there something. Felt like you was just rocking. That's why I figured ... I never had a flat tire going 55 miles per hour. That's the first indication I had, I thought I had a flat tire and it felt worse than a flat tire but like axle was coming off or something.
- RL: What was the first indication that the freeway structure was falling?
- RG: When I ... right there in front of me. When I saw that part ... I mean I don't know what was behind me. I don't know what fell first but I saw ... apparently as I was moving, the vehicle was still there; I was still moving with it, but it just fell right on top of me. Apparently, I got in front of it before certain parts of it fell, but I'm glad I ended up in the position where it did fall.
- RL: Can you describe the motion of the freeway structure during the earthquake?
- RG: The motion of the freeway?
- RL: Yeah.
- RG: It's hard to describe that freeway. Just ... in my left eye view, I saw the bridge falling down on that side for a minute then the next thing it was in front of me. It happened all of a sudden, just so quickly.
- RL: You didn't see any motion in the freeway?
- RG: No. It just came straight down on me.
- RL: I don't have any further questions at this point. The interview will conclude at 1237 hours.

D-80, was interviewed by Investigator Len Silva, #7924, on November 9, 1989, at approximately 1137 hours. The interview was conducted at , Oakland. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present:

Identification:

LS: Investigator Len Silva, CHP

MR:

LS: could you just briefly explain what happened that day?

MR: As I was approaching, or I was in the Cypress Structure and, I really can't remember what point of the Cypress Structure I was in, but I felt the car getting wobbly, somewhat out of control maybe for a couple of seconds and all of a sudden, something hit me. I did not see anything falling or anything of that matter. No pre ... nothing before hand to indicate something was going to happen, just the car was wobbly and something hit my head I guess. I didn't really see it and I just, I don't know if I really felt it, it's just kinda like a blow, not a painful blow, it's like a blow that kinda makes you go out in an instant. The next thing I knew I was lying, my body half way out the passengers window, which was totally cracked and wiped out. At that point I realized that something happened, I wasn't sure what happened, I thought I was in a tunnel, maybe the Treasure Island Tunnel or the 280 Tunnel or Daly City. I didn't know that the tunnel had collapsed But then my radio was on and it was on KOIT and the fellow said that we just had an earthquake. So I'm not sure how long I was unconscious. If it was maybe ten seconds, a minute or five minutes, something not very long. I was leaning out there and I was trying to get out of the window, it wasn't enough room. My head was bleeding from the top. I had a laceration. I could see the blood puddle on the ground. I could see the roof was caved in, maybe it was four foot clearance, maybe it was a little bit less. I realized I was OK, I was just trying to get my wits about me. I realized where I was, of course said a few prayers, and realized I couldn't get out of the car. I just thought that I should just kinda lay here and relax myself. You couldn't see all that well too, 'cause I wear glasses. I can't see distances all that great. I just started yelling for help, maybe for about five minutes. I believe some local people came up. I think there were three men, two or three men came up and saw my situation. I said that I couldn't get out of the car and the car was stuck and I was fairly coherent and I knew, I didn't know where I was exactly, and I asked what happened and he said there was an earthquake. I didn't really know where I was until I got out of the Cypress Structure. They got a crow bar and got the door open. That took about ten minutes to smash that open. I think they were local people. I don't believe they were part of the Fire Department.

LS: Did they have uniforms on?

MR: Like a dark blue uniform. They weren't uniforms, they were just dark, I think it was like a blue, and so they got me out. I was kind of afraid maybe when they were jamming the door that maybe something might collapse

on me, but things appeared to be OK. So they, oh, and when they first came up too, they got the crow bar and they turned the motor off. The motor was still running and the radio was on. I couldn't reach it. I was just laying out there. I couldn't pull myself back in, at least I didn't try, I was just laying there. I couldn't pull in. I was somewhat just frozen there. Nothing was crushed on me, nothing was pressurizing me. I didn't feel any pressure on me. Then they got me out, maybe it was about fifteen, twenty minutes. I was able to walk and then they got some rope and lowered me down to a, maybe an eight foot ladder. From there I walked across the street and the Medics got me and took care of me. From there, there was a twenty minute wait before the ambulance went on with four other people in the ambulance to Providence.

LS: Let me just ask you a few other questions to clarify some things. You say you were on the Cypress Structure, where did you start out from?

MR: Here.

LS: From in Oakland?

MR: Right, Jackson.

LS: Then you got on the Cypress Structure at what point?

MR: 880, right out here at Jackson.

LS: So how often do you travel that way? Everyday?

MR: Everyday.

LS: So you were going to the Bay Bridge?

MR: Yeah.

LS: How heavy was the traffic at that time of day?

MR: It was light?

LS: Do you know why it was light? Was there some ...

MR: Well I guess it was the World Series, but it was definitely light.

LS: It wasn't any stalls or accidents?

MR: No. I got on to the approach, which is usually crowded very easily and on 880 there was hardly any cars and was moving very well, and also, when I came to in the Cypress Structure, I only saw maybe two other cars and we were in a fairly good span.

LS: What lane were you in?

MR: I usually travel in the left lanes. I think I was in the ...

LS: Fast lane?

MR: The left lane, yeah to get on the Bay Bridge, yeah.

LS: Did you remember how fast you were going?

MR: Maybe fifty or sixty.

LS: Tell me how many people were in your vehicle?

MR: Just me.

LS: So you were on the structure when the earthquake began?

MR: Right.

LS: Did you realize there was an earthquake or did you ...

MR: No. I only felt it for only two or three seconds. It didn't register in my mind that this was an earthquake, 'cause I'm sure that when many people felt it, thought there tires (inaudible) maybe you need ten seconds or fifteen seconds to realize its more than a tire that's blowing out or something, but I never got to that point.

LS: So you didn't see the structure collapsing at all?

MR: No.

LS: You didn't see anything coming down?

MR: No. It was just real quick and it was black.

LS: Do you recall anything about other vehicles that were around you?

MR: Just when I came too, I saw that there were a couple of cars in the corner that were smashed and I didn't hear anybody else saying anything.

LS: Do you recall any other vehicles that were around you.

MR: No. It was very quiet when I did come, when I was aware of the situation. Quiet, I could see a little bit of sunlight to the east side there where I was looking out. I saw two smashed vehicles, but it was very quiet.

LS: So you don't recall anything about colors or anything.

MR: No.

LS: So your first indication that something was wrong was when you felt something like a blowout or something like that?

MR: Yeah. The car was going wobbly, it was like I had lost control.

LS: So it was like it was going side to side?

MR: Yeah.

LS: You don't remember what side started first, left side or the right side?

MR: Naw, it was just ...

LS: So what did you do to try to correct the loss of control?

MR: Nothing.

LS: Nothing?

MR: It just hit me ...

LS: Do you know where your vehicle came to rest, I mean what lane it was in when it came to rest?

MR: No, not exactly, it would be the left side probably.

LS: How did you get out of your vehicle?

MR: I think some local people got me out.

LS: How did they get you out, with the crowbar ...

MR: Yeah

LS: It was just a question of ...

MR: I walked out, yeah, I was laying out, I backed into the vehicle and slid kinda, slid out.

LS: Just to clarify that a little bit, now these local people you say, did they, I mean, did they really seem like they knew what they were doing, professional or ...

MR: No.

LS: No, so you think they were definitely than local people, Fire ...

MR: They didn't identify themselves.

LS: They didn't have any kind of badge or anything?

MR: No.

LS: You said "blue", was it like a blue shirt and pants?

MR: I think it was, but I'm not positive. I don't know if that was the Fire Department. I wasn't sure, I think it wasn't another guy that have blue.

LS: No hats on ...

MR: Naw, no hats, definitely no hats, yeah, no hats.

LS: Boots, shirts ...

MR: No, not that I noticed, no.

LS: You were injured, you had some bleeding from the top of your head.

MR: Right, I had some stitches at the top of my head from a two inch gash.

LS: You took stitches for those?

MR: Um-hum.

LS: How many stitches?

MR: I have no idea.

LS: Any other injuries?

MR: Yeah, I had a badly sprained neck and back and sternum, but it seemed to heal up in about two weeks. It's not one hundred percent right now but it's good enough to where I can function.

LS: Can you describe the motion, I mean was it jolting, rocking, swerving?

MR: The car before, it felt like it was swerving, kind of a side to side, up and down, but I was only maybe aware of it for only a couple of seconds.

LS: So then you just passed out.

MR: Yeah, I don't know if I passed out, I just had a blow, maybe I did get unconscious, but it wasn't more than a couple of minutes.

LS: But you didn't see anything coming down around you or anything?

MR: No ...

LS: Concrete falling down around you?

MR: No, it must have been just coming from the top down.

LS: When you ...

MR: 'Cause I didn't see a lot of debris where I was.

LS: When you regained consciousness, what was it, what part of your vehicle had been damaged?

MR: I think it was the top part.

LS: Did you see anything on it, or fallen on it, or was there something resting on it?

MR: Yeah, I think the top was on it.

LS: The top of the freeway you mean?

MR: Yeah.

LS: The top of the freeway was on top of your vehicle?

MR: Right, that must have been what stopped the vehicle too. The front, the top of the vehicle and of course I couldn't get out of the doors, just came from the top down.

LS: What was the mechanical condition of the vehicle prior the incident?

MR: It was in good condition.

LS: No problems?

MR: No.

LS: Were you in good health prior to that?

MR: Yes.

LS: Had you taken any medication or anything.

MR: No.

LS: You mentioned earlier that you wore glasses, were you wearing glasses at the time?

MR: Right.

LS: You were wearing them and they got knocked off?

MR: Yeah, they got knocked off.

LS: So, you actually got down off the structure by walking down a ladder or by having somebody carry you?

MR: No, they had a rope around me and I wasn't sure how much strength I had, but I had a lot of adrenaline. So they tied a rope around me like this I guess, down here. Pretty much lowered me down to a ladder and then I walked down a ladder, which was maybe a six foot or eight foot ladder, it wasn't a very big ladder.

LS: You mean like one of these (inaudible) ladders?

MR: Yeah, yeah.

LS: When you got down there were there emergency people down there?

MR: Yeah there was.

LS: Who that? Was it the Fire Department or ...

MR: It was an ambulance.

LS: An ambulance?

MR: Yeah.

LS: How long did you wait before you got transported to a hospital?

MR: They took my blood pressure right away and had me sit on the curb, I could guess about fifteen or twenty minutes. It was more than that, because I think the hospital, I didn't get to the hospital until about seven o'clock.

LS: When you got to the hospital, did you stay or were you treated and released?

MR: I was treated and released.

LS: So you got out later that evening?

MR: About three hours.

LS: I think that's it. Is there anything you might want to add that you might think of?

MR: Not really.

LS: Did you see any, in the time you were there, did you see any heroic efforts by anyone particular?

MR: No, just the people who came up and got me out. I am very appreciative I got out early because I'm sure some shock or some panic would have set in. I was trying to calm myself down. I had a feeling that I was OK. I was confident that some people would, the Fire Department or somebody would rescue me.

LS: You said you had this bleeding from the top of your head, now who actually stopped the bleeding?

MR: It wasn't that bad. I could tell, it was just dripping slow drips, so I knew I was OK there. I knew, I was kind of visualizing my body.

LS: You weren't too worried about the loss of blood?

MR: No, I wasn't too worried about that and I wasn't worried about anything else really. I wasn't worried about the car. I didn't think about the

car exploding or any of the structure collapsing more, because it seemed so quiet and so stable at that point, that all I had to do was wait there.

LS: We are going to end the interview at 1152 hours.

D-82, , was interviewed by Investigator James Mengle, #7202, on November 10, 1989. at approximately 1050 hours. The interview was conducted at , Oakland. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present:

Identification:

JM: Investigator James Mengle, CHP
KL:

JM: Would you just state your name for the tape, please?

KL: My name is

JM: What is your date of birth?

KL: July 5, 1947.

JM: You were driving your '88 Ford Thunderbird at the time of the earthquake?

KL: Yes, that's correct.

JM: You were on Interstate 880?

KL: Yes.

JM: Does the car belong to you?

KL: Yes.

JM: Do you know the insurance company that insures your car?

KL:

JM: Are you required to required to wear corrective lenses or contacts when you drive?

KL: No.

JM: Were you wearing any glasses the day of the earthquake, when you were driving?

KL: No.

JM: Do you have good vision?

KL: Yes, I have.

JM: Were you in good health prior to the earthquake?

KL: Yes.

JM: Do you take, or were you taking any medication, drugs, or alcohol, prior to the earthquake?

KL: No.

JM: Would you say your vehicle was in good mechanical condition?

KL: Yes, perfect, brand new car. It's brand new car, a 1988 T-Bird and only has 9,000 miles.

JM: 9,000 miles?

KL: Yes, 9010, somewhere around there.

JM: At the time you were driving, were you wearing your seat belt?

KL: Yes.

JM: Does that have a seat belt shoulder harness type system?

KL: Yes.

JM: You were alone in the car?

KL: Yes.

JM: Could you tell me how often you travel that route, would you say frequently, often, seldom?

KL: Very seldom.

JM: Very seldom. Which direction were you travelling?

KL: I'm going to San Francisco.

JM: You were going northbound.

KL: Yes.

JM: How heavy was the traffic, how heavy would you describe the traffic?

KL: I would say its light.

JM: Light traffic. Could you tell me which lane you were in?

KL: I was in the left-hand side lane.

JM: The far left lane?

KL: Yes.

JM: What speed were you going?

KL: I was ... roughly about fifty five.

JM: Fifty five.

KL: Yes.

JM: You were alone in your vehicle.

KL: Yes.

JM: Could you tell me where you were when the earthquake began, as far as a cross street?

KL: I don't remember.

JM: You don't recall.

KL: I don't recall.

JM: Do you recall anything about the vehicles that were on the freeway near you? Type of vehicle, color, during the earthquake?

KL: I don't even remember that.

JM: You don't.

KL: No.

JM: Could you tell me what your first indication was that something was wrong?

KL: First indication ... I thought I had a problem with the tires because my car is kind of shaking. Then, I thought, I got a flat tire. Later on I still thinking, if I have a flat tire, I will hear some popping sound. I still thinking maybe I got a loose nut on the tire ...

JM: Lug nuts?

KL: Yes. But when I ... the split second, and I saw the whole thing just collapse in front of me.

JM: When you say your car was shaking, was it shaking back and forth or would you say from side to side?

KL: I would say side to side.

JM: Was it pretty violent shaking?

KL: Not really. It's like ... bounce one side and the other.

JM: Did you maintain control of your car in the same lane?

KL: Yes.

JM: Did you, brake, steer, or ...

KL: I did not brake, I did not steer.

JM: Can you recall what any other vehicles did that were near you, or do you recall any other cars near you?

KL: I do not recall.

JM: After you experienced the shaking with your car, what happened next?

KL: I just see the whole thing just fell on top of me and then just blacked me out. I probably blacked out for at least, I don't even know how long, but when I regained consciousness, and I still don't know what's going on, I cannot see anything in front of me. That's what I recall.

JM: Did the structure fall on top of your car?

KL: I do not recall if its on top or in front. I see the whole thing collapse, just split second, I don't ... if on top or in front, or whatever. When I regained consciousness, I could not see anything in front of me.

JM: Was there a wall in front of you, or ...

KL: I think some kind of cement, or something.

JM: Cement in front of you ... how far in front of you, would you say?

KL: When I regained consciousness? I run into the wall ... my car.

JM: You ran into it?

KL: Right, I ran into it.

JM: You don't recall any vehicles around your car after you regained consciousness?

KL: After I regained consciousness, I looked around, behind me about, I would say about a hundred yards, and one car exploded.

JM: Exploded?

KL: Yeah, and then ...

JM: It was on fire or smoke ...

KL: Yeah, I think it was on fire, smoke coming out. I just ... at that point I just ... somehow I just broke out of the car.

JM: How did you get out of your car?

KL: I think I must have broke some windshield, I mean the side window, the

passenger's side. Because I cannot open the door and the whole power in the vehicle is gone. Somehow, I think, I broke out the window, and I don't even recall how I do it.

JM: Once you got out of the car, how did you get down to the street level, then? Do you recall that?

KL: Yes. I go to the side of the freeway, the right-hand side.

JM: Your right-hand side, the east side of the freeway.

KL: Probably so. I go right-hand side ... that's the only way I can get out and I walked to the side of the freeway and I looked down, I would say its about a couple of stories high. There was a wire sticking out, after the thing collapsed, a big heavy wire.

JM: You mean the big heavy ... sticking out of the concrete?

KL: Uh-huh. I climbed down with the wire. About halfway down and somebody used a ladder to help me down to the street.

JM: Do you recall that person's name?

KL: I don't even remember, they have a couple of guys ...

JM: White guys, black guys ...

KL: I would say, some black guys, with the ladder, help me down.

JM: The wire you're talking about, would that be wire that's ... the real heavy

KL: Heavy ...

JM: Its coming out of the cement, it holds the ... its reinforcement wire. So, you got part way down by yourself and then you used the ladder.

KL: Yes, they used the ladder ... saved me.

JM: Can you describe the motion of your car during the earthquake, before it collapsed ... you said it was shaking?

KL: Just shaking, but I still maintain control. I still running a real straight line.

JM: Could you estimate how long, in seconds, it shook, before the structure collapsed? When you first noticed the shaking before the structure collapsed.

KL: Five, six seconds, somewhere around there. I think so. I noticed something shaking, and my mind keeps searching, what's wrong with the car, and I just run into something or something collapsed right in front of me.

JM: What was your first indication that the freeway structure was falling? Did you see any of the columns collapsing, or the concrete breaking up, or did it just happen?

KL: I would say its like, I don't even know how to describe ... like, you see the whole block of cement just fall down.

JM: Above you?

KL: Above me.

JM: Just falling.

KL: Just falling.

JM: All at once then, or ...

KL: I have no idea, because my vision is just in front of me, and I see it fall and that's the last thing I know.

JM: Could you describe the motion of the freeway structure during the earthquake, or do you recall? You said your car was shaking from side to side, do you recall anything about the freeway structure?

KL: I did not pay attention.

JM: Could you describe your injuries that you sustained?

KL: The doctor say because I have a huge impact and I wore a seat belt, and then the seat belt broke my rib ...

JM: You have broken ribs?

KL: Yes.

JM: How many?

KL: One. Then, the ... somehow I don't even know what happened, my mouth hit something and then the ... I lose four front tooth.

JM: Any other kind of injuries?

KL: Some black and blue on my chest. My legs, the right leg, black and blue. They found some blood clot in my throat. That's why they put me in the hospital.

JM: From the, after you got down off of the structure, how did you get to the hospital?

KL: A couple guys helped me down, with the ladders, and they helped me to sit down on the sidewalk. I recall some woman came and asked me, are you all right. At that time, I didn't even talk. The woman say, don't say anything. Later on they have one drive by, they just put me in

that and they drove me to the hospital.

JM: Which hospital did you go to?

KL: Providence.

JM: You were treated at Providence Hospital. How long did you stay there?

KL: About three days.

JM: Three days. Do you recall the name of the driver?

KL: I don't recall.

JM: Was it a man or a woman?

KL: It was a man.

JM: A man. He just offered his services and took you, then, to the hospital. Was anybody else in the with you?

KL: Three more persons.

JM: Were they man, woman, children?

KL: One of them is a couple, I remember, one of them's a couple. One of them is a woman.

JM: So, there was a man and two women.

KL: Yes.

JM: There were four of you, total.

KL: Yes four.

JM: Went to Providence.

KL: Yeah, right.

JM: The man and woman couple, how old would you say they were?

KL: They was pretty young, I think, about 22 to 25.

JM: The other woman?

KL: That woman, I think is ... I probably about thirty, I don't really remember.

JM: Could you see injuries on them, as well?

KL: Not the couple. But the woman sitting by me, she was bleeding.

JM: Do you have any idea which cars they came out of?

KL: No, I have no idea.

JM: I think that's all we have so I'll conclude the tape at 1105 hours.

D-83 and were interviewed by Investigators Steve Kowalewski, #7739, and Paul Wong, #8736, on November 10, 1989 at approximately 1046 hours. The interview was conducted at the Oakland Police Department. Officer Harry Hu of the Oakland Police Department served as translator. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

SK: Investigator Steve Kowalewski, CHP

PW: Investigator Paul Wong, CHP

T: Officer Harry Hu, OPD

ST:

YH

Each question/remark by Investigator Kowalewski is translated by T to ST or YH, then ST's or YH's response is translated back to SK by T. Generally, only the Translator's responses are shown.

SK: could you say the names of the two people we're interviewing here correctly.

T: Yes, that's correct.

SK: It's and how do you pronounce ...

YH:

SK: The first question is how often do you travel this route? That would be directed against ... first of all, let's confirm that was actually driving the vehicle.

T: said yes.

SK: Could you ask how often does he travel this route?

T: Once a week.

SK: Does he remember which direction he was travelling? Towards San Francisco from Oakland, or the other way?

T: To San Francisco.

SK: Could you ask him to describe how heavy the traffic was that day.

T: It was heavy, but all moving.

SK: Does he remember which lane he was travelling in just before the freeway collapsed?

T: He said he was in the center. How many lanes are out there?

SK: There are four lanes and we number them. Usually, the left lane or the fast lane is the #1 and then 2, 3, 4 towards the slowest.

T: The #3 lane.

SK: Does he recall how fast he was going before the earthquake?

T: 60 miles per hour.

SK: How many people were in his vehicle at the time?

T: Himself and his wife.

SK: Can he describe in his own words, whereabouts on the freeway, perhaps in relation to something on the side or some structure that he might remember, where he was at the earthquake, or the roadway, or structure failed?

T: Almost the midsection of the structure.

SK: About midway?

T: Just before he started to see the two signs, the split to Berkeley and San Francisco Toll Plaza.

SK: Does he remember any other vehicles? The description of any other vehicles that may have been near him when the earthquake began?

T: There was a red car parallel to him. It was driven by another person. When the earthquake hit, he thought he had a flat tire.

ST: No.

YH: No.

SK: This was parallel to him? Was it to his left or to his right?

T: Left.

SK: To his left?

T: He couldn't describe the vehicle, but he remembered it was a red vehicle.

SK: What was the first indication to him that something was wrong, a brief description of what he felt.

T: He says the first he realized that the car started weaving on the roadway. Then, the upper deck started to collapse and smashed the top of his car. The windshield was shattered and he was, he struck ... his chest then struck the steering wheel. He was unconscious for about five minutes and when he came around, he didn't realize what actually had happened. He wasn't aware. He still didn't think it was an earthquake at the time. He thought the structure itself was ...

SK: Had failed?

T: Had failed, yeah.

PW: His wife went unconscious too?

T: Yeah.

T: The shattered glass had cut the wife's lip.

PW: They were both wearing their seat belts?

T: It's automatic ...

SK: Oh, on that car they have automatic harnesses, that's right. That car does have them. Does he remember what did he do? Did he try to change lanes, or brake, or just do nothing?

T: He started to reduce speed because it was totally abnormal!

SK: So, was that through hitting, or applying the brakes?

T: Yeah, applying the brakes.

SK: Did he see any of the other vehicles, for example, that red vehicle? Did he see what actions they may have taken?

T: The red car also slowed down. It was still parallel to him to the left and he noticed vehicles behind already were under the structure. Yeah, it had collapsed already behind him.

SK: Did he see that in his mirror, or was this ...

T: He noticed burning and then only when he climbed out, or started to climb out of his vehicle. That was the time that he realized that the back portion was already collapsed.

SK: Now the burning, that was not from his car, I take it? That was from other cars?

T: From behind him.

SK: From other cars?

T: From other cars.

SK: I think he's already answered this question, #12, as to what happened to his vehicle. I think he already indicated that it was crushed? I believe he also already answered this question too. Where the vehicle came to rest? Which was, about halfway through the structure by the signs. He answered #14 also. Could you have him tell me how he and his wife got out of the vehicle? Were they able to get out themselves, or did someone have to ... rescue personnel or citizens help them out of the car?

- T: After the collapse, apparently the top portion was still being held up by the pillars on both sides. So, then he looked over to the left and saw that the driver of the red vehicle was already out on the side of the freeway and they were both very excited. He decided to go and try to pull his wife out of the vehicle with him.
- T: He pulled his wife out of the vehicle and they went to the side of the freeway. At that point, he saw firefighters and police officers with ladders, coming up and they were rescued and transferred to the hospital.
- SK: Now the left side of the freeway, is that as it faces toward, going toward San Francisco?
- T: Yes.
- SK: Were they taken to the San Francisco by an ambulance? If so, do they remember the name of the ambulance company?
- T:
- SK: It was some ...
- T: It was some taxi cab that took them to the hospital.
- SK: It's my understanding that ... well, let me back up a little. Could you have them describe the extent of their injuries and specify what their injuries were? Each one.
- T: OK. The chest, the neck ... his neck injury also affected his head. So, he felt like he had a bad sprain in his neck?
- SK: In his neck?
- T: In his neck, yeah.
- SK: These other injuries, like to his chest, those are bruises?
- T: OK.
- SK: So, that was the chest ...
- T: Yeah, the chest. A bruise from the impact but as far as I can determine, no fractures or anything like that.
- SK: The sprained neck and head?
- T: When he tried to ... his back is also in pain.
- SK: His wife's injuries?
- T: OK. Her leg injury is affecting almost ... the lower extremity in here. She can't (inaudible) and when the structure fell on top of the car, it crushed and forced her head down and also chest injury.

PW: Could you ask if she was pregnant, or ...

SK: Uh-huh. If you can diplomatically ask her ...

T: At that time, three months pregnant.

SK: Has this had any effect that she ...

T: The doctor examined her and it appears to be OK.

SK: At this time?

T: Yeah.

SK: Originally, they were taken to Providence Hospital. Is that correct? Could you find out how long they were there and what treatment, if any, was given there. Then, I guess the initial treatment must have been given at Providence and then follow-up treatment was given at Highland? If you could just confirm that for me.

T: OK. He had a shot of some kind. He doesn't know what it was. And x-ray. Then, some medication for him to take home.

SK: That was at ...

T: That was it for ... Bandaged her leg, checked the pregnancy, and she also received a shot, possibly a painkiller.

SK: These were all given at Providence?

T: Yeah.

SK: Then, later they went for follow-up treatment?

T: That's for after. Motrin.

SK: That's ... is the doctor who saw them?

T: Orthopedic Surgeon. She felt dizzy after they were released back home and they called 9-1-1. The ambulance came and then ...

SK: This is her follow-up treatment thing?

T: That's her follow-up.

SK: Let's see if there's a date here. Yeah, the 22nd. So, this indicates that on October 22nd, she was again seen at Highland Emergency and there's a medical record number of ... They have Highland County Health Care Services. there's medical cards here for ... saying his account number is ... and for his wife, the account number is ...

I just wanted to confirm that there was no one else that was left in the vehicle after it was crushed. They were the only two occupants. Is that correct?

T: Yeah, only two of them.

SK: Do they remember seeing any of the other occupants of the other vehicles around them being trapped or rescued? They already mentioned about the driver to their left, but did they see any others that they saw that were trapped or rescued?

T: was saying that he didn't notice anyone else except the driver of the red vehicle that got out just before they did. They were transferred to the hospital for treatment and his wife ... that when they got to the hospital, there were only four of them there and nobody else from the Cypress Structure.

SK: That was at Providence?

T: Providence Hospital, yeah.

SK: This question then I think has already been answered about that vehicle. But we may as well ask it though. Just ask them if they have any personal knowledge of anyone who may still be missing from that incident or in their opinion, could still be trapped under there.

ST: No.

T: OK. He has no knowledge.

SK: No knowledge. Could you ask them to describe the motion as best they can of how the earthquake felt to them, to describe what type of motion they felt, whether it was sideways, rocking, up and down, swerving, whether it was a jolt or things of that nature. If they can describe it in their own words?

T: It felt like in a rough sea when it was rocking from one side to the other.

SK: That's a very good description!

PW: Is that the first motion that they felt?

T: It lasted a very short time, she said. They looked over and the car next to them also had the same motions, side to side.

SK: What was the first indication they had that the freeway structure was falling?

T: Not much of indication. It started shaking and then she says she heard a cracking sound and then the entire section just collapsed right on top of them. It wasn't a separate section or at an angle, it just pancaked.

SK: It fell all at once?

T: Yes, straight down.

SK: I think they described that already. The motion of the freeway structure during the earthquake. Another question that I'd like to ask, can you ask if he was wearing glasses? Does he normally wear glasses, prescription glasses, and was he wearing them while he was driving?

ST: No.

T: No.

SK: Can you ask them each if they were in good health prior to this incident.

T: OK. said that he was in very good health since when he arrived in this country. She was also in very good health until her pregnancy three months ago. Then, she started to have regular examinations.

SK: Can you ask either of them if they had taken any medication prior to this, or if they had any alcoholic beverages prior to this incident?

T: No.

SK: Was the vehicle that they were driving, was it in good mechanical condition prior to this incident?

T: It was a brand new car.

SK: Brand new car. I felt silly asking that. We're asking if they saw anyone who had any, conducted any acts which we would consider heroic or brave to save people who may have been up there, trapped in the structure ... if they know of anyone?

T: They were very disoriented at the time, so ... they didn't notice anybody else actually.

SK: We already asked about the seatbelts. Can you ask them ... their car is not equipped with one of those airbags, is it? It's a new car, and ...

YH: No.

SK: If they have a social security number, could I get each of their social security numbers from them please?

T:

SK: His wife?

T: --

SK: I think that's all the questions I have for the tape recorder. Please tell them thank you very much and I'll turn the tape off. I may have a few questions after, just for filling in some forms. The time is 1121.

D-84, [redacted], was interviewed by Investigator Jim Mengle, #7207, on November 30, 1989, at approximately 1319 hours. The interview was conducted by telephone. The statement was tape recorded. The following is an edited transcript of that interview.

Identification:

JM: Investigator Jim Mengle, CHP

JM: You were driving your '79 Volkswagon, red in color, and you were going northbound on Interstate 880?

AS: Is northbound from Oakland to San Francisco?

JM: Yes.

AS: Yeah.

JM: Where were you coming from,

AS: I can't remember the street. I was at the Oakland Museum, Art Restoration Department, so ... I can't remember which exit that is right now.

JM: You were enroute to San Francisco?

AS: Um-hum.

JM: Were you ... you were the driver of the vehicle. Were there any passengers in the car?

AS: No.

JM: Are you required to wear glasses or contacts or corrective lenses when you drive?

AS: Yeah. I wear contacts.

JM: Were you wearing those at the time?

AS: Yes.

JM: Prior to the earthquake, were you in good health?

AS: Yes.

JM: How about your vehicle? Was it in good mechanical condition prior to the earthquake?

AS: Yes.

JM: How often would you say you travelled this route, frequently, often, seldom or never?

AS: Seldom.

JM: Seldom? How would you describe the traffic that day, as far as being light, moderate or heavy?

AS: I don't know. It was probably moderate.

JM: Do you recall which lane you were in?

AS: No. I was, oh, about in the middle I think. I don't ... how many lanes are there, like five or ...

JM: There was four lanes northbound on the bottom deck.

AS: I was in the middle somewhere. I wasn't on the far left or the far right.

JM: Do you recall about what speed you were going?

AS: I was going probably about 50.

JM: Do you recall approximately where you were when the earthquake began? I'm making reference to any cross streets or identifiable buildings in the area. Do you recall that?

AS: The only thing I remember is, I was looking for the exit to where I needed to switch to get in the right lane to go to San Francisco.

JM: To go across the Oakland-Bay Bridge?

AS: Right. I think I told you before but the woman who found me would know exactly where it was, or close to ... well, I must have been close to where my car was.

JM: Do you recall anything about the vehicles that were on the freeway near you as far as make, or model, or color?

AS: No.

JM: Could you tell me what your first indication was that something was wrong?

AS: I thought I had a flat tire. Then ... which I've never had before, so I didn't know. Then, I thought no, it's something worse. I guess I thought maybe I had four flat tires and it seems like that's all I remember.

JM: What did you do then? Did you ...

AS: I have no idea.

JM: Did you slow down, or attempt to maintain control of your car or change lanes or ...

AS: I think I was just trying to keep control of my car and I might have slowed down, started to slow down. I don't know though for sure.

JM: Were you wearing your seatbelt system?

AS: Yes.

JM: You didn't recall what any other vehicles did around you when the earthquake began?

AS: No.

JM: What happened then? Did you ... what did you impact, or ...

AS: I have no idea.

JM: Did you have any idea where your vehicle came to rest? Was the upper deck on top of your car, or did you run into the deck in front of you, or ...

AS: I don't know. Do you guys have any record of that, from when you found my car?

JM: Yeah. We know where your car was.

AS: So, when we get done with the interview, can I ask you a couple of questions?

JM: Sure, sure. Now do you recall how you got out of your vehicle?

AS: No.

JM: Were you conscious?

AS: I must have been, because the woman, the woman who helped me down, said I was. I was at the hospital at 5:20, so obviously ... I was at the hospital then, so it must have been really quick by the time I got down and was taken there.

JM: So, where did you first contact this woman that helped you down. Was she ...

AS: She said she saw me looking out of the structure. They put a ladder up and someone on the highway with me, she said ... it must have been someone else who was in their car tied the rope to something. I climbed down the rope and then down the ladder.

JM: So, you were first on a rope and then you got to the ladder?

AS: Um-hum. I don't remember that, but that's what she told me.

JM: Could you describe this woman that assisted you?

AS: I met her afterwards in the hospital, but I don't have any recollection of

meeting her beforehand. But I can give you her name. I think you might have ... I gave you her ... you talked to my mom?

JM: Yeah, I think I did. I think we have her name, but I'd like to just get it on the tape again. Do you recall her name?

AS: Yeah. It's I'm looking at it now. I don't know, I can spell it for you. It's

JM: I believe your mother told me that she worked close, she worked in one of the businesses.

AS: Yeah. I have her business card here and it's She
said it was right there where she found me.

JM: Can you describe your injuries for me?

AS: I had severe head trauma, so I had stitches across the top of my head from ear to ear. On my forehead, and my lower lip. Three broken vertebrae in my back.

JM: Were the fractured vertebrae lower back or upper back?

AS: Upper.

JM: Upper back?

AS: Um-hum, between my shoulders.

JM: How did you get to the hospital?

AS: They put me in a taxicab.

JM: Was that ... do you recall ... that was a or ...

AS: I have no idea.

JM: Do you have any idea about the driver of the taxi?

AS: I just know it was a man from the voice.

JM: Did anybody go with you in the taxi.

AS: There was ... I know there was someone next to me, I don't know who it was, who was injured also.

JM: Was that a man or a woman?

AS: A man.

JM: Could you describe him other than just a man?

AS: I have no ... I just heard them saying he had injuries or something. I don't even ... I have no recollection of it.

JM: Which hospital did you go to?

AS: Providence.

JM: So, you got there ... you were transported there about 5:20, huh, to the hospital?

AS: Um-hum. I was the first one there. So, they were ... those people were really incredibly helpful.

JM: Yes. Could you describe the motion of your car during the actual earthquake? As far as what it was doing, rocking from side to side or back and forth, or ...

AS: I don't think that was on ... waves ... like ocean waves. It seemed like it was rolling like that. I don't know which direction it was going.

JM: You think the car was rolling?

AS: Uh-huh.

JM: Could you tell me what first indication you had that the freeway structure was falling?

AS: I don't remember that it was.

JM: Could you describe the motion of the freeway structure during the earthquake? Or do you recall? Whether it was swaying or rolling, or ...

AS: I don't recall. Well, the rolling was like the road was doing that.

JM: The actual roadway surface was rolling, huh?

AS: Yeah, that's what it seemed like.

JM: Did you see any of the columns breaking up, or the roadway breaking up?

AS: No.

JM: Let's see, your vehicle is insured by who?

AS:
it.

JM.

AS: Yeah.

JM: That's all the questions I have,
hours and I'll turn off the tape.

so I'll conclude the tape at 1330

D-85, _____, was interviewed by Investigator Steve Kowaleski, #7739, on November 10, 1989, at approximately 1603 hours. The interview was conducted at _____. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

SK: Investigator Steve Kowaleski, CHP

SK: The first question is how often do you normally travel that route on the freeway.

TP: Probably drive it 20 times a year. It's not in my regular commute. Maybe not even that many, maybe 10 times a year.

SK: What direction were you travelling?

TP: I was going westbound on the lower deck.

SK: How heavy was the traffic?

TP: Traffic was extremely light for that time, due to the World Series.

SK: Do you remember which lane you were in if you called the fast lane number one lane?

TP: I was in the number one lane.

SK: Do you recall what speed you were going?

TP: 55.

SK: How many people were in your vehicle?

TP: One, myself.

SK: Do you recall whereabouts you were at on the roadway when the earthquake began?

TP: Well, I was at ... where I finally ended up was 24th Street and Cypress.

SK: Do you recall anything about the other vehicles that were on the freeway near you?

TP: There was only one vehicle that I can picture, whenever I'm asked that question, is I can see a blue vehicle. That's the only thing I can remember. I wasn't paying attention to other cars, because I didn't think anything was going to happen. I was just breezing along. The only thing I can picture is a blue vehicle. Now, whether that was right in front of me or I had just passed him. I'm not sure.

SK: What was the first indication that something was wrong?

- TP: It was the typical flat tire syndrome. I thought I was getting a flat tire. There was a left to right swinging motion that the freeway was making, and now I know it was an earthquake, but before I thought I was getting a flat.
- SK: What was your reaction to that? What did you do? Did you brake or steer and change lanes?
- TP: I applied the brakes just to slow myself down and I was looking around for some place to pull over, which there is no place, and so I was just applying the brakes and at that time it collapsed.
- SK: Did you see what any of the other vehicles may have done?
- TP: Huh, I didn't. Honestly didn't see anything they did.
- SK: What happened then? Did you have an impact with structure or can you describe what happened at that point?
- TP: The upper portion came down and hit the left side of the vehicle, and through the windshield, and the impact hit my shoulder and knocked me to the right onto the bench seat inside the pickup. Just came down, crushed the right side of the pickup down to the point, completely down, and the left side there was enough space for myself in there and that was it.
- SK: You've already told me where your vehicle came to rest. Is that your best recollection, 24th and Cypress?
- TP: Yeah. That's actually what I've been told. I don't remember going along saying this is 23rd Street, there's 24th Street, but ...
- SK: There's not very many landmarks there?
- TP: No, and you can't really even see over it.
- SK: Did you notice any other vehicles anywhere around you and where they came to rest?
- TP: No, I didn't see anything else.
- SK: Can you describe to me how you got out of the vehicle?
- TP: Through all different means of rescue tools; come alongs, portapowers, and then finally the (inaudible) tool was the final. There needed to be this one section that needed to be spread and that was just enough to get my legs out and then I was slid out after five and one half hours of trying.
- SK: Is that what you were told or estimated that you were in there that long a time?
- TP: Yeah. It was 10:30 when I got out and it was 5:00 when it happened.

SK: Were you injured, and if so, can you give me a brief description of your injuries? Where you were treated and by who?

TP: My injuries were a broken shoulder, broken breastbone, broken ribs, a broken ankle.

SK: Those are all on your left side?

TP: Right. Then, the right leg suffered severe crushing and some nerve damage. My back has a fractured vertebrae and that's it on the injuries. I was treated at Highland Hospital and Merritt Hospital. A collapsed lung on the left side also. There was also my jaw had some ... cartilage.

SK: You've had a long time to work on this ...

TP: Yeah, I can't believe I'm forgetting things.

SK: You probably had several different doctors look at you. Do you recall who the primary doctors are? Who treated you?

TP: The Orthopedic Doctor is ... There was a Heart Surgeon that was there, there was a Kidney Specialist who was Dr. A Neurologist. There were some internal injuries too, that were able to heal themselves in time.

SK: There was no one else in your car?

TP: No, I was the only one.

SK: Did you have any way of knowing what happened to the other occupants to the other vehicles?

TP: No way. Totally crushed. I didn't even hear anybody else. No sound.

SK: I think you've already mentioned this, but can you describe the motion that you felt from the earthquake?

TP: It was a left to right ... started out slow and then it got to the point where it was actually whipping and moving the car and there was an up and down feeling too. Mostly a left to right, really swaying.

SK: Did you see the structure swaying a lot before the collapse or was it just you felt the movement and everything came down on you?

TP: Yeah, I wasn't looking up and around so I didn't see the structure moving. It was more of a ... I was mostly looking for a place to pull over.

SK: What was your first indication that the freeway structure was falling down?

TP: In my case, it just fell. That was it. It just came right down. There was no indication.

SK: So, there was no indication that perhaps one end of your particular section tumbled before another, it just came right down on you?

TP: Yeah, I think it came from behind me because I didn't see anything in front of me and from what I've heard people were saying, that it fell in a domino so it must have come from behind me. I did not see it falling.

SK: I'm going to ask you a few other questions here and before you answer them, if you have any objections ... one is, do you normally wear glasses when driving?

TP: No.

SK: So, you weren't wearing glasses at the time?

TP: No, I don't have any glasses at all.

SK: Were you in good physical health prior to this?

TP: Yeah.

SK: Were you under the effects of any medication or alcohol prior to this?

TP: No.

SK: As far as you know, was the vehicle you were driving in good mechanical condition?

TP: Yes, brand new, '89.

SK: I've already discussed with you off the tape, some candidates where people have done heroic things, the firefighters and private people who came up and subjected themselves to uncertain circumstances at least, and I'll write that down in my report. Were you wearing a safety belt or shoulder harness?

TP: No.

SK: I think that's the end of my questions. Can you think of anything that you'd like to add?

TP: Nope.

SK: All right then. I'll conclude the interview at 4:14 p.m.

D-88, was interviewed by Investigator Steve Kowalewski, #7739, on November 8, 1989, at approximately 1717 hours. The interview was conducted at San Francisco. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present:

Identification:

SK: Investigator Kowalewski, CHP

GL:

SL:

SK: We have your name from our records here, which I believe is correct and the phone number I called today is the correct phone number?

GL: Yeah.

SK: Do you have any other phone numbers, a business phone?

GL: A work number.

SK: I mentioned you're not at work.

GL: I'm not at work .

SK: Other information we don't have, who is your insurance carrier?

GL:

SK: At the time the incident occurred ... well, I'll just go through these questions one by one. How often do you travel on the Nimitz on that same route.

GL: Everyday.

SK: Everyday? Is it ... work ...

GL: Work, I'm coming home from work, I work in Oakland.

SK: What direction were you travelling? Going toward San Francisco?

GL: Toward San Francisco.

SK: In your estimation, how heavy was the traffic at that time?

GL: Not that heavy. Not as heavy as it usually was, at all. It was pretty ...

SK: Rather unusual?

GL: Right, it was unusual, 'cause it's usually a lot heavier, and it wasn't.

SK: Do you remember, from your own recollection, what lane you were in?

GL: The second in, the second lane on the left hand side.

SK: Second from the left, that's what we call the "fast lane of traffic".

GL: Right, but with the "V" it's not a fast lane.

SK: Do you remember about how fast you were travelling?

GL: I, at the time it started to fall, 'cause I thought I had a flat tire, so I was slowing down. I was getting ready to pull over. Probably about forty-five, fifty. I was ...

SK: How many people were there in your vehicle?

GL: One, me.

SK: You remember whereabouts, perhaps in relation to any landmarks or cross streets you might know of, where you might have been when the earthquake began?

GL: No, it's not many ...

SK: It's not many (inaudible)

GL: Just warehouses are all I remember when I got out. That's all I remember was warehouses.

SK: You recall anything about any other vehicles on the freeway near you?

GL: No, I didn't even know there was cars around me. I didn't pay attention to them, no.

SK: What was the first indication to you that something was wrong?

GL: I felt like I was going to have a flat tire on my car.

SK: So, you felt it, right?

GL: Yeah.

SK: You felt it without seeing anything?

GL: Yeah. At first it was like a wavy feeling coming over your car and I thought I was getting a flat tire.

SK: What did you do at that time?

GL: I started to slow down 'cause I thought I was going to have to pull over, so I was starting to slow down and I was starting to down shift, on the ...

SK: So, you shifted to fourth?

GL: Right.

SK: Did you recall what any other vehicles might have been doing around you?

GL: No I don't. That's when I started concentrating on me basically, 'cause I thought I had a flat tire.

SK: What happened after that, after you started to slow down?

GL: After I started slowing down, that's when I seen the two side pillars just kind of cave in, and the next thing I knew, my car was hitting it. Then, I felt it come down on top of me. Then, I just kicked the rest of the window out on the driver's side and crawled out. I crawled out on my hands and knees. Whether I had to or not, I don't know, but I was on my hands and knees and I stayed there.

SK: Being the window had been broken by the impact ...

GL: It was partly broken. I don't remember kicking it hard enough to break it. I do know I kicked part of the glass out, but it was broken.

SK: When you say the pillars fell in, they fell in towards the lane.

GL: That's the way I remember them crashing in.

SK: Do you know whereabouts your vehicle came to rest? You say you had gone back out to the scene and you mentioned earlier before we started, in relation to maybe a cross street or a pillar?

GL: When I was there it was started looking familiar. We were close to West Grand when I was there looking, looking and seeing the warehouse that looked familiar and about where I was at, it seemed like I was around West Grand and talking to a man that helped me.

SK: Now, you may not have paid any attention, but you notice when you got out of the car, were there any other vehicles around you or any other injured people?

GL: I didn't see anybody on my level. After I got down, I saw people on the top level and they starting climbing down the same ladder that I used.

SK: You already told me how you got out of your vehicle and you had to kick the window out. If you can tell me the extent of your injuries as a result of the accident?

GL: I have a cracked sternum, a cracked pelvis, I had cracked ribs. I have torn cartilage in my right knee. I was pregnant and I lost my baby. Cracked nose, or something, it was swollen, it just had a lot of bruises. Nothing broke, just a lot of bruises and a lot of cracks.

SK: Do you recall where you went for your treatment?

GL: Initially, the people who got me, the people on the street, they took me

to Merritt and Merritt would not take me. So, then they drove me down to Providence and I went into Providence.

SK: Why wouldn't Merritt take you, do you know?

GL: No, I don't, I was surprised. Everybody ... when they pulled in they said is this the emergency room and she said, take her down the street, take her down the street, and so they did. They were just trying to get me to the hospital as fast as possible.

SK: Do you recall the name of the doctor who treated you?

GL:

SK: at Providence Hospital.

GL: I think.

SK: You're not aware of any occupants of any other vehicles that may have been around you, that were still trapped up there, were you?

GL: No, no. I didn't hear anybody. All I heard was horns, a lot of horns and I heard some radios. But I did not see or hear anybody until I got down on the ground.

SK: Can you describe the type of motion that you felt from the earthquake?

GL: It kind of felt like a wave, to me, in a way. In the beginning.

SK: Would that be like an up and down, or a side to side?

GL: I thought kind of side to side, 'cause I thought I was having a flat tire, it was kind of side to side. I didn't know it was an earthquake until I got on the ground. I just thought the freeway collapsed, after it fell. Right before it did collapse, it was kind of like a rocking, 'cause I thought I had a flat tire, so I thought it was my car.

SK: What was the first indication to you that the freeway structure was actually falling?

GL: When I seen the pillars start to collapse. It was that quick. Just fell.

SK: This is rather redundant question, but I'll read it anyway. It says, can you describe the motion of the freeway structure during the earthquake, swaying, or which direction it was rolling ...

GL: I felt it was going side to side. The reason why that comes to mind is just because I thought I had a flat tire. Then, after it fell, it was just like, there was no motion, it was just all down ... loud noise.

SK: Do you have any idea about how long the duration was of the earthquake - from the time you first noticed your car ...

GL: It didn't seem like it was all that long to me.

SK: A few other questions, do you normally wear glasses or contact lenses?

GL: No, I have sunglasses when its sunny, which I did have my sunglasses on.

SK: Were you in good physical health? I know you were pregnant, but were you having any problems?

GL: I was fine.

SK: Were you under any medication?

GL: No.

SK: Had you had anything to drink?

GL: No.

SK: Was your car in good mechanical condition prior to that?

GL: Yes.

SK: Was there anyone that comes to mind that you think, that you saw that may have done some heroic act?

GL: The guy who came up and got me, yeah.

SK: You don't know who that person ...

GL: Yes I do, his name is

SL: I have his number.

SK: You do? I would like to get that from you before we leave, if that's possible. We're trying to contact those people and trying to get them some recognition before this is over.

GL: Yeah, he found a ladder and climbed up and got me and he took me to the hospital and he rode with ... he flagged some guy down on the street.

SK: There were a lot of people there already.

GL: There was.

SK: Do you recall if you were wearing a safety belt?

GL: Yes, I was.

SK: Was that of any consequence in the actions there?

GL: I'm sure we've talked about it. I would have went through the windshield. That sustains ... from the type of injuries I got, was from

the seat belt, but I would have went through the windshield, I'm sure of it.

SK: Did you feel that your car slammed into something that had fallen? So, that sudden decelerated impact would have thrown you through the windshield?

GL: I do believe that, yes.

SK: I think that's all the questions I have on our form. I'll conclude this interview at 1727 PM.

D-90, was interviewed by Investigator Paul Wong, #8736, on November 16, 1989, at approximately 1220 hours. The interview was conducted at place of employment at , South San Francisco. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

PW: Investigator Paul Wong, CHP

LS:

PW: could you state your full name and spell your last name please?

LS:

PW: What is your current address right now,

LS: I have a post office box, Newcastle, California.

PW: Your phone number at home?

LS: I don't have a phone.

PW: Do I have your permission to tape this recording?

LS: Yes.

PW: Your date of birth sir?

LS:

PW: Currently your driver's license is ?

LS: Yes.

PW: Where were you at that time, sir, just before the earthquake struck?

LS: I had just passed a 2-1/4 sign on I-80 to Powell Street.

PW: You were travelling in the northbound?

LS: North direction.

PW: That's the lower structure?

LS: Um-hum.

PW: Do you travel this route often?

LS: No.

PW: Are you familiar with the area at all?

LS: Sort of.

PW: Where were you headed at that time?

LS: Back to my employer's office, and then my hotel room in Pinole.

PW: In Pinole?

LS: Yeah.

PW: Was the traffic heavy at that time?

LS: It was moderate.

PW: Do you recall how many cars were around you at that time?

LS: Three or four.

PW: Do you recall any specific cars in front?

LS: No.

PW: No. How about behind or to your side?

LS: There was a tan colored car.

PW: Was it a sedan or something like that?

LS: Little small compact type, I believe.

PW: What lane were you in at the time that this happened?

LS: I was in the right hand lane at the time the earthquake started.

PW: You're referring to the slow lane?

LS: The right hand lane, yeah.

PW: It's four lanes, right?

LS: Well, I was in the, either the furthest right or the second to the right.

PW: Do you recall how fast you were travelling?

LS: About 65 I believe.

PW: How about the rest of the traffic?

LS: Same.

PW: Same speed.

LS: Um-hum.

PW: You were the only person in your vehicle?

LS: Yeah.

PW: When the earthquake struck, do you know exactly where you were on the freeway, on the Cypress Structure?

LS: That's what I said. I was just past the 2-1/4 mile sign for Powell Street.

PW: What was the first indication that something wasn't right?

LS: Feeling like I was having a flat tire. The car wandered to the left hand side of the freeway. The freeway had lifted up on the right hand side.

PW: You started going towards your left?

LS: Yeah, it drifted. It drifted me to the left. I had crossed three lanes.

PW: How many lanes?

LS: Three.

PW: That much?

LS: Yeah. It really started rolling pretty hard.

PW: Then, it came right back to the right?

LS: Well, it lifted. It lifted on the right hand side and my car went to the left, the left hand side. It caused me to drift right to the point of like out of control.

PW: You indicate with your hands like an up and down side motion?

LS: Yeah, it was like a roll.

PW: Did you know at that time it was an earthquake?

LS: Yes. I felt it at that point.

PW: What did you do at that point? Did you brake, or ...

LS: Yes. I did put on ... as it carried me to the ... as it rolled me back to the right, I started to apply my brakes and it ... the freeway rolled up in front of me at that time. I headed up the roll and ...

PW: Was that the next thing that occurred right after the sign?

LS: Yeah. It rolled from one side, from the right side to the left side, and then it rolled up in front of me. As I started up that roll, putting on the brake like I said, it was pointed out of control. It dropped down immediately and I watched the top structure come down on top.

PW: How far up the incline, when it rolled up did it just go up, or ...

LS: It was all ... it seemed like it was larger than the roll to the right and to the left. I'd say three or four foot.

PW: Up? When it started rolling up?

LS: Yeah, when I started up.

PW: Right after you went up a little, you noticed the structure on top starting to come down?

LS: Well, that's ... it was just like the bottom dropped out. The roll stopped and it came down and so the top crumbled.

PW: Before you noticed the top deck coming down, did you notice anything else collapsing?

LS: No. I remember seeing the pillar.

PW: What was the pillar doing?

LS: Shattering. The cement was (inaudible).

PW: You indicate by your hand motion that it shattered outward?

LS: Yeah.

PW: Did you see any inward motions? Or just shatter outwards.

LS: Oh no, not the whole pillar. Like the exterior or coating of it, yeah. It kind of crumbled off, yeah. It crumbled. That was it.

PW: Then, right after that, the ...

LS: It was black.

PW: That's when you said the top deck came down?

LS: Yeah. I don't know if I lost time in between consciousness, or lost consciousness or what. But it was totally black.

PW: Did you notice any cars around you at that point?

LS: No. No, because when the freeway rolled, I'd lost track of where everybody went. I didn't ... when my vehicle swerved, I remember there was a car to the left but I didn't get near it. I just went back to the right and I kind of just lost them.

PW: Did you notice what the other cars were doing when you thought you had a flat?

LS: No. I just tried to keep mine under control.

PW: The top deck just crushed your car from where? From the top back toward the trunk?

LS: Yeah. The left door was completely smashed. The top was completely smashed down to the left driver's door and a little bit beyond, and the right door is just up a little bit. It was hard to get the door open.

PW: Were you stopped completely when the top structure came down, or were you still moving slowly?

LS: No. I was still travelling at freeway speed with my brakes on. I don't know exactly how fast I was going at that point. I was still travelling at ... the freeway stopped me.

PW: You said the only reason you weren't hurt as bad was, because the what? What structure supported you?

LS: Right there, yeah, on the right. Against the pillar, the side got hung up on the pillar on the right hand side. Going north, it was sloping up. So, it allowed me to crawl out from underneath the structure.

PW: So, you crawled out? Which side of your car did you crawl out?

LS: I couldn't get open the left hand side. The concrete was right there and I was pinned in the car with my head to my shoulder, I couldn't lift it. I opened the door handle with my toe on the right hand side and I kicked several times and slid myself out of the car.

PW: You were able to crawl out on to the right side of the structure?

LS: Yeah. I crawled in between the top and the bottom part, found enough room to get my chest through.

PW: So, there wasn't much room left? You're talking about maybe three to four feet or less?

LS: It was less. I crawled out of a section that was probably 18 inches. It got larger further on down, but I ... I used, I was on my hands and knees crawling away from the car and then went straight to the west.

PW: How were you hurt from the incident?

LS: I had pain in my lower neck, OK? Dizziness, bleeding out my left ear. I didn't notice that until the next day after that I had blood in my ear. That's about the extent of it.

PW: Did you get cuts anywhere or anything like that?

LS: Yeah. I was nicked up on some glass and stuff like that.

PW: How did you get off the freeway structure?

LS: I held on to the rail and I put my feet up against it and walked hand over

hand to a pillar that was splintered and broken on the right hand side. I climbed down that.

PW: So, you climbed down the structure on your own?

LS: Yeah.

PW: Did you notice anybody else hurt around you at that time?

LS: No. When I couldn't get the left door open and the car was black, I laid there for a minute and listened. I began to smell smoke and thinking aftershock. When I got out of the car, I remember glancing back. That tan car is in my mind, toward the back of me. I'm not positive about it. I just sit there and thought about it. There was nobody moving, there was nobody making any sound in the structure. It was considerably lower than my car back there, but I don't ... I'm not positive that that car was there.

PW: There was a car behind you ...

LS: Well, that tan car. I did remember that tan car being around, around me just before it happened.

PW: You say it was a lot flattened compared to your car?

LS: Like the slab was pointing down at that angle. I was ... there wasn't no vehicles in front of me. Everything behind me was dark and black and it was straight up and flat on the ...

PW: Anybody else you recall that were trapped, or in other words, pinned by the top deck?

LS: No. Because I slid down the structure and I immediately went to find a phone and I didn't ... no lines were available and I came back and tried to report that I was there to an officer. At that time he was rescuing people. I didn't talk to anybody else that was there.

PW: Where did you go from there?

LS: I hitched a ride with this lady to my motel room. Because it was after hours at the office and ...

PW: That was in where? Pinole?

LS: It was in Pinole at I think, (inaudible) or the other.

PW: You say that the initial feeling was like you had a flat tire and then it forced you side to side?

LS: Right.

PW: Was that the initial motion, the side to side motion you felt?

- LS: No. In fact, my ... the car kept gradually going leftward and then it rolled real heavy.
- PW: Rolled up and down sideways?
- LS: Rolled on the right side of the freeway and then rolled on the left side of the freeway.
- PW: How many times did that happen?
- LS: It was doing it ... it must have been doing it when we was first going to the left. OK? But there were two times when, in my mind, it was raised real high. The structure must have been shaking at the time to cause something like that.
- PW: The up and down motion was simultaneous, or ...
- LS: Yeah. It was when I took the other ... it rolled me to the side and then it rolled me the other way.
- PW: Did you have any inkling that the freeway structure was falling at that time? Or when was the first indication that the freeway structure was going to collapse?
- LS: When it rolled up and I see the pillars that crumbled and it dropped. It was just a matter of seconds.
- PW: Do you need glasses to drive or ...
- LS: No.
- PW: Taking any medication or drugs or alcohol at the time of the ...
- LS: No.
- PW: How was your overall health at the time?
- LS: Good.
- PW: Your car was in pretty good mechanical condition?
- LS: Yes.
- PW: Do you recall anybody in particular that stood out, from the ground or upstairs, that really helped with the injured?
- LS: No. I was in kind of a daze, in shock I suppose.
- PW: You don't recall if you had your seatbelt on or not?
- LS: I seem not to but I didn't, because I wouldn't have been able to reach the latch to get out of the car.

PW: That's all I have as far as questions. Do you have anything else to add, that maybe I missed or something like that? I'm going to conclude this interview at approximately 1237 hours. Thank you.

D-94, , was interviewed by Investigator Jim Mengel, #7207, on November 8, 1989, at 1112 hours. The interview was conducted at Berkeley. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

JM: Investigator Jim Mengel, CHP

JG:

AS: (Interpreter)

Some of the questions/remarks by Investigator Mengel are translated by AS to JG, then JG's response are translated back to JM by AS. Only the English responses are shown.

JM: , is also present. He will be interpreting when needed. Why don't you just say your name for the tape.

JG:

JM: Why don't you say your name,

AS: My name is

JM: you were driving a car the day of the earthquake on the Cypress structure?

JG: Uh-huh.

JM: What kind of car was that?

JG: A Monte Carlo.

JM: A what?

JG: Monte Carlo.

JM: A '74 Chevy. Is that your car?

JG: Yes, my car.

JM: Are you the owner of the car?

JG: Yes.

JM: Your home phone number here is

JG: Yes.

JM: Were there any passengers in your car?

JG: Yeah, only myself.

JM: Just by yourself?

JG: Yeah.

JM: Just by yourself, there were no passengers in the car?

JG: No passengers, no.

JM: You have a California driver's license,

JG: Yeah.

JM: Are you required to wear glasses when you drive?

JG: No, I don't have glasses.

JM: Contact lenses?

JG: No.

JM: Do you have good eye sight?

JG: Yeah.

JM: Prior to the earthquake, were you in good health?

JG: Yeah.

JM: Yes, you were in good health?

JG: Yeah.

JM: That day, were you taking any medications, or drugs, or alcohol?

JG: No.

JM: None?

JG: No drink, nothing.

JM: How was the mechanical condition of your car?

JG: Working good.

JM: Very good?

JG: Very good.

JM: How often would you say you travelled that route, Interstate 880?

AS: Could you repeat, please.

JM: How often did he travel that route, was it frequently, seldom, often?

JG: Everyday.

JM: Everyday?

JG: Everyday.

JM: What direction were you going?

AS: He was coming from San Leandro to here.

JM: From San Leandro to your house?

JG: Yeah.

JM: Were you just getting off of work,

JG: Yeah, I'm coming from my work.

JM: Where do you work?

JG: I'm working in San Leandro.

JM: In San Leandro. Could you describe, how the traffic conditions
were, light, moderate, or heavy?

JG: Not too much.

JM: Not too much? Which lane were you in? There are four northbound lanes.

JG: Second lane.

JM: From?

JG: From right.

JM: Second from the fast lane?

JG: Yeah.

JM: What speed were you travelling, your car?

JG: 55.

JM: You were the only person in your vehicle?

JG: Yeah.

JM: When the earthquake began, where were you in reference to a cross street
on the freeway, do you know?

AS: In the left ... in the right was baked goods.

JM: Bakers? Is that a business?

JG: No. It's a ...

JM: What I was asking, if he recalls a cross street that references on the freeway. Like was he about in the middle of the structure failure, or the south end or the north end? Does he recall?

JG: Middle.

JM: About in the middle?

JG: Yeah.

JM: Do you recall anything about the vehicles that were on the freeway near you, the make of the vehicles or the color?

JG: No.

JM: Does he recall anything about the makes or the type of vehicles that were near him on the freeway around his car?

AS: No.

JM: He can't recall?

AS: No.

JM: What was the first indication, that something was wrong?

JG: My car moving too much ...

JM: Your car was moving?

JG: Moving too much ...

JM: Was it moving from side to side?

JG: Side to side.

JM: Or backwards?

JG: Uh-huh.

JM: Was the car moving from side to side?

JG: Yeah, every ...

AS: All cars was moving like that.

JM: Rocking. You're making a rocking motion with your hand?

JG: Yeah.

JM: What did you do, did you stay in your lane, did you brake, or slow down?

JG: I came, my car ... I can't control my car.

JM: You can't control your car?

JG: No.

JM: Do you recall what the other vehicles did that were around you?

JG: No.

JM: Does he recall any other vehicles that were near his car at the time of the earthquake? What those vehicles did?

JG: No, I don't.

JM: You don't recall?

JG: No.

JM: After ... when the earthquake started and your car started rocking, what happened then?

JG: After quake my first, I don't know, I'm very sick (inaudible).

JM: I mean, after you were driving and the car started to shake, did the structure fall?

JG: Yeah, it's coming down.

JM: It came down?

JG: Yeah.

JM: It crushed your car?

JG: Yeah.

JM: Your car wasn't thrown off of the structure or anything, you just stayed right on the ...

JG: Stayed on it.

JM: The structure came down?

JG: Yeah.

JM: How much was your car crushed down?

JG: I don't think ...

AS: He didn't see.

JM: You didn't see?

JG: No, only ...

AS: He only see that the bottom part, top, was coming down, and then he didn't see nothing.

JM: Did the bottom part hit your car?

JG: Yeah.

JM: Yes?

JG: Yes.

JM: You don't recall anything about cars that were around your vehicle after the structure came down, do you?

JG: No.

JM: No? How did you get out of your car?

JG: I don't know how ... I do not come myself ...

JM: How did you get out of your car?

JG: I broke window.

AS: He broke the window.

JM: You broke the window?

JG: Yeah. Going out for the window for myself.

JM: You crawled out?

JG: Yeah, out to my car, I don't know anymore.

JM: You don't?

JG: No, I don't.

JM: Could you describe your injuries to me?

JG: Huh?

JM: Your injuries. How were you injured? What part of your body was injured?

JG: Almost everything.

JM: Your chest?

AS: His face, his face is a little broken. Teeth broken and the nose, too.

JM: What happened to your chest? You had an operation?

JG: Yeah. I got an operation in the face, too ...

JM: What happened inside that they operated on?

AS: His ... was coming down, coming out.

JM: Crushed his

AS: Yeah, you know when the ... help him he was ... and the heart was ...

JM: Heart? His heart was damaged? Which hospital did you go to?

JG: Merritt Hospital.

JM: Merritt? In Oakland?

JG: Yeah, in Oakland ...

JM: Merritt Hospital?

JG: Yeah.

JM: How did you get to the hospital?

JG: Huh?

JM: Ambulance?

JG: Uh-huh.

JM: Do you recall who helped you get off of the freeway after you got out of your car?

JG: No.

JM: You don't?

JG: No, I don't think ...

JM: Did you get down by a ladder?

AS: He doesn't remember.

JM: Did you lose consciousness?

AS: Yeah.

JM: Pass out?

JG: Yeah.

JM: Yes? Then, you don't recall anything about any cars around you after this structure ...

JG: ... two or three people in the floor. I don't know, maybe they, I don't know.

JM: You saw two or three people in the ...

AS: Maybe die.

JM: In the floor of a car?

JG: In the floor.

JM: Do you know what color the car was?

JG: No.

JM: No? A sedan or ...

JG: I don't see anymore, or I see a little.

JM: Again, I'd like to ask you to describe the motion of your car during the earthquake.

JG: ... it's moving ...

JM: Rocking from side to side or back and forth?

JG: ...

JM: You're indicating with your hands from side to side, rolling from side to side. How long would you say that lasted in seconds, that rocking, before the structure collapsed?

JG: Maybe three or four minutes, seconds.

JM: Three or four seconds? Then, the structure, then the top came down?

JG: Come down.

JM: What was the first indication to you that the freeway was falling? Did you see it?

JG: I don't hear nothing.

JM: You don't know? Could you describe the motion of the freeway structure during the earthquake? What was the whole freeway doing?

JG: Right and left.

JM: Right and left moving?

JG: Yeah, moving everything.

JM: The whole freeway was moving from right to left? Did you see, did you see any of the support columns?

JG: Yeah, I see the support column broken in half and come down ...

JM: You saw the support break in half and come down?

JG: Uh-huh.

JM: What kind of, do you have automobile insurance for your car?

JG: I don't have car insurance for my car.

JM: You don't have any?

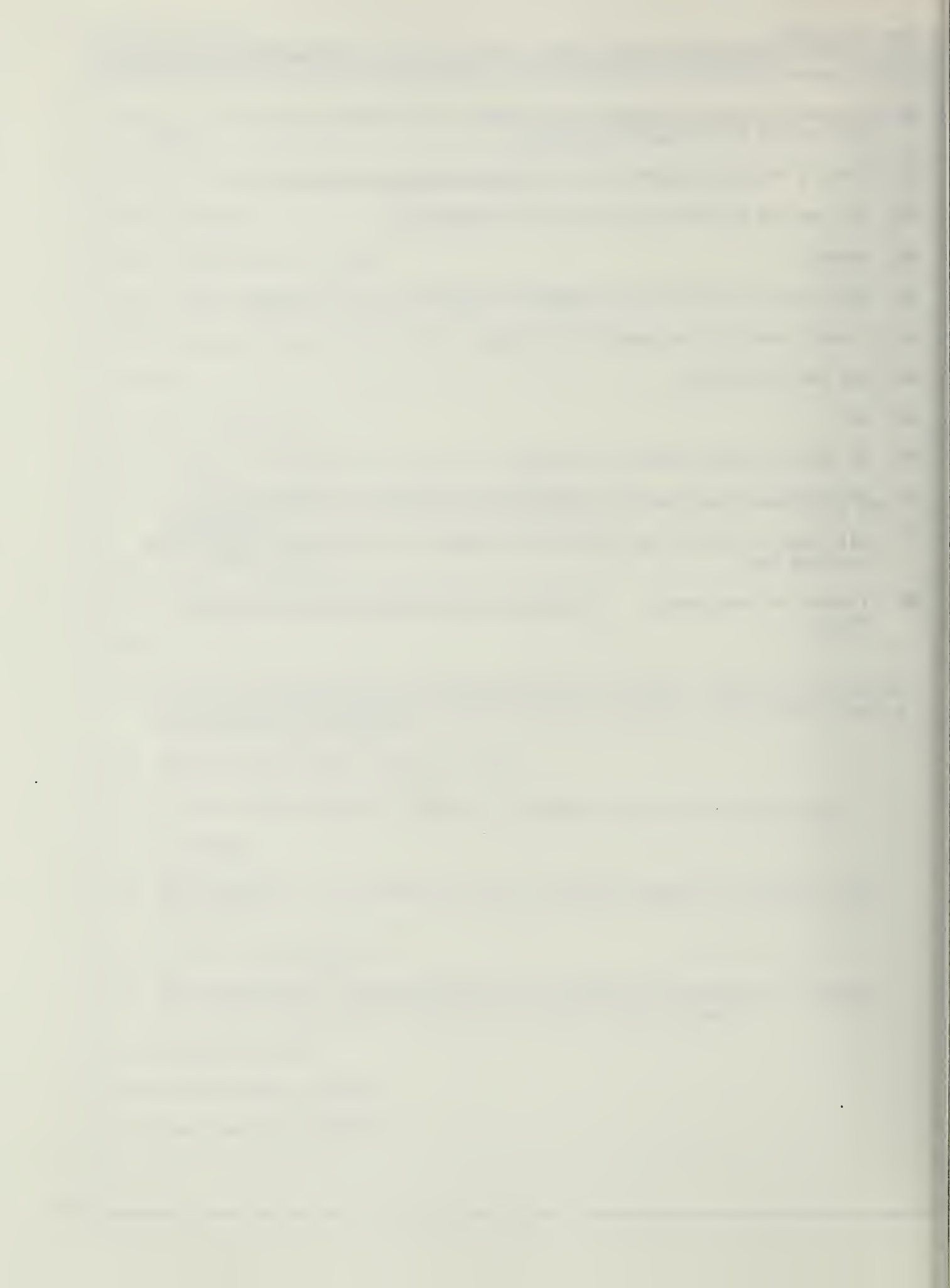
JG: No.

JM: Do you know where your car is now?

JG: The Highway Patrol call me yesterday and say my car is off the 180 ...

AS: Said take it off the car from the 180 freeway, but he doesn't know where is right now.

JM: I thank you very much, and I'll turn the tape off now at 1126 hours.



D-95, was interviewed by investigator Paul Wong, #8736, on November 7, 1989, at approximately 1055 hours. The interview was conducted at San Leandro. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

PW: Investigator Paul Wong, CHP

FW:

PW: could you state your full name and spell your last name please.

FW: My full name is The last name is spelled

PW: do I have your permission to tape this interview?

FW: Yes, you do.

PW: What's your current address right now, sir?

FW: , CA.

PW: Your driver's license is A, like

FW: I'll have to check it.

PW: That's correct, sir?

FW: Yes, that's correct.

PW: Your date of birth?

FW:

PW: Backtracking to October 17, 1989, prior to the earthquake, about 5, 10 minutes prior to the earthquake, do you recall where you were at that time?

FW: No, I've had trouble remembering. I would have been coming from this location here heading north on 880.

PW: San Leandro?

FW: Yes.

PW: Have any idea where you might be headed that time?

FW: We were headed, , who I was following, and I were headed to the, this side of the Bay Bridge is a car pool lot, we were going to park his car and he was going to drive with me into San Francisco to meet two gentlemen on business for dinner.

PW: Do you travel the 880 route often?

FW: No, infrequently. Maybe once a month at the most, I'm on that section.

PW: So, you're not too familiar with the Cypress Structure area, the 880?

FW: No, no, not very familiar.

PW: You were in the northbound lanes?

FW: Yes.

PW: Which is the lower deck?

FW: Correct.

PW: When you first entered Interstate 880, what was the traffic like at that point?

FW: Extremely light. I do remember that we were ... traffic was spread way out. People were driving 60, 65 miles an hour, which is rather uncommon I think for that. I travel 880 south when I go home.

PW: When you say light, you're talking about how many cars within let's say a hundred yards around you front and back? Any idea?

FW: Probably half a dozen.

PW: Half a dozen?

FW: Yeah.

PW: Normally, is a lot more then?

FW: Yes.

PW: Do you recall what lane you were in?

FW: I would have probably, most of the way, been in either the high speed lane or next to the high speed lane the whole way.

PW: Which is the left lane, correct?

FW: Right, yes.

PW: The number 1 lane.

FW: Yes, because I knew going to the Bay Bridge, you do have to be up in the left hand lanes.

PW: So, you were going with the flow of traffic at 60 or better then.

FW: Uh-huh.

FW: Yeah, and then very quickly thereafter tremendous rumbling-type noise.

PW: Did your vehicle drive off its lane of travel, or felt any type of motion at that point?

FW: I didn't feel any motion. Again, I was hard braking, panic-type braking. So, I know I had to have been, because my forearms were extremely sore the next couple of days from clutching the steering wheel.

PW: Did you feel any side motion or anything like that?

FW: Not that I recall, no. Again, all I saw, I didn't really feel anything. I still have not recollected everything, though.

PW: You said your co-worker in front started changing lanes and picking up his speed.

FW: Yes, he was definitely changing lanes and accelerating.

PW: He was in the same lane you were in?

FW: Yes.

PW: Somewhere in front.

FW: Right, yes.

PW: What lane did he change into?

FW: Well, I think I was in the high speed lane and he was moving to the next one over, I believe.

PW: What happened after that, when he changed over?

FW: That's where everything goes blank. I really, really don't recall seeing the structure come down on top of him or on top of me.

PW: If you can try to recall, backtrack a little. At the same time, did you notice anything unusual about the freeway structure above or below where you were on?

FW: I didn't feel anything, again, but I saw movement. Again, rubble coming down. But I also saw some major motion, like a big sway. I don't recall.

PW: In front, or ...

FW: In front. I didn't look behind me. I did look to my right because I know in hard braking, I was concerned that I might veer into the other lane.

PW: That was only a single motion you observed?

FW: Yeah.

PW: Before everything became a blank?

- FW: Everything became a blank. It could be that it happened so quick, but it also could be from amnesia. The blow I took to my head, there's a lot that I just don't recall, may never recall.
- PW: Do you recall, you don't recall coming to a stop then at that time?
- FW: No, the next thing I recall is having to pull my knees out from something they were stuck under.
- PW: Did you pull it out yourself, or someone helped you?
- FW: No, I pulled myself out of the vehicle. I took my keys, in fact the ignition key was stuck in the vehicle and I had to take the key ring off. I also got my briefcase from the back seat of the vehicle.
- PW: Do you recall if you were in the same lane that you were travelling when you came to a stop?
- FW: No, I did not. I don't recall that at all. I've since gone back and taken pictures and know where the vehicle was but I have no recollection.
- PW: I notice here on the initial report that you were somewhere around Grand Avenue. Is that because of you going back to the scene and not from recollection?
- FW: That was from conversations my wife had had with the people that got me down. They had told her and she conveyed that to me.
- PW: So, your own personal memory, you don't
- FW: My own personal memory I don't recall. The only, I thought I recalled being close to an off-ramp. That's all I recall.
- PW: You mentioned your co-worker, ahead, was crushed and was killed in the incident. This was personal observation or just based on what people told you afterwards?
- FW: Based on what I was told afterwards. I don't recall seeing the vehicle being crushed.
- PW: Could you give me a description of your injuries from the incident?
- FW: I had severe bruises on the inside of both knees. I had severe bruise to the left elbow. Lacerations on the backside of both hands, none of which required stitches, a large bump and a number of smaller bumps on my roof of my head. Lacerations about four inches long by a quarter inch wide on my head. Severe concussion, I was diagnosed as having. They were worried about broken neck, but it wasn't.
- PW: Any bones broken?
- FW: No. I apparently, according to one of the nurses in the ER, I had complained about numbness in my right foot. But the next day I had no

recurrence and still have no problem with that.

PW: Do you recall how long you were out?

FW: No.

PW: You just woke up and realized you were trapped?

FW: Yeah. I said a few curse words, and knew I had to get out. For some reason I did take my keys and my briefcase, and the next thing I recall was being on the side of the expressway yelling for help.

PW: That's on the left side?

FW: Yes. Well, that's what I've been told. I've been told that, I don't really recall. One other thing that I've recalled in recent days is at some point pulling my harness, seatbelt harness, forward so that I could get out from it. Now I don't know if that was in braking knowing something was coming down on me, doing it and sprawling across the front seat, or if it was how I had to get out of the vehicle when it was stopped.

PW: You were treated at Providence?

FW: That's correct.

PW: Do you recall the doctor that treated you?

FW:

PW: At that point, when you woke up from your concussion, did you notice any other cars were around you at that point? Any people?

FW: No. The only recollection I have of people were the people that placed the ladder and got me down. I do recall their faces and have since gone back and met with those people. I've been told there were a few other people who came down off the upper deck at the same time I did and were actually with me in coming down the ladder, but I don't recall that.

PW: These are people from down on the street that assisted you down?

FW: That's correct. They're located on West Grand.

PW: So, the first indication that the freeway was something wrong, was the falling chunks of cement coming from the upper deck?

FW: Yes, that's correct.

PW: You don't recall any other motion at this point.

FW: Now again, a little more has come back. I do have recollections of some major movement. The upper deck swaying.

PW: Was it sideways motion or ...

FW: Sideway.

PW: You noticed the column that supports the upper deck, did you see it collapse or anything?

FW: No.

PW: But you did brake pretty hard before you blacked out?

FW: Yes.

PW: Did you need glasses to drive?

FW: No.

PW: You haven't taken medication, alcohol, or anything like that at that point?

FW: No, I have not.

PW: Your overall health prior to the earthquake?

FW: Was excellent. I spent, with _____, I spent, they claim, approximately 40 minutes at their facility waiting for an ambulance while one of the young ladies there bandaged my hands up to try to keep them from bleeding. I was actually, I believe, my wife got a call from _____ at about 6:10, and at about ... and they told her that I was being put in an ambulance on my way to the hospital. She got a call from Providence Hospital around 6:45. So, it was fairly quickly thereafter that I had been in the ER when word got to her.

PW: I notice you gave me a list of employees from _____ on _____ . You said that a lot of these people really went and helped a lot of the injured down from the Cypress.

FW: That's correct. A few of them spent time getting people down the ladder and then a number of them were also taking people from the structure, away from the structure.

PW: I also know that you wrote down _____ person to contact regarding those people that really risked their own life to help others.

FW: That's correct. He operates that facility. He was not at the facility that day, but he would be the one to contact regarding talking to his staff.

PW: Do you have anything else you would like to add, _____, that I may have overlooked or failed to ask you regarding the incident?

FW: No, there's nothing at this point. Hope that if I have any further recollection that you'd obviously be willing to talk to me about it.

PW: I'm going to conclude this interview at 1110.

D-96, was interviewed by Investigator John McCarville, #10290, on December 2, 1989, at approximately 1106 hours. The interview was conducted at Oakland. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

JM: Investigator John McCarville, #10290

DB:

CB:

JM: Go ahead and say your full name and give your date of birth?

DB: My name is . My birth date is

JM: Go ahead and in your own words, describe what happened the day of the earthquake there on the Cypress Structure.

DB: I was heading north on 880 on the lower deck at approximately five o'clock. I guess about 4:50, I left 807 75th Avenue, proceeded on over to Hegenberger, got on on 880 and headed towards the Cypress. I guess approximately in column 70 or so, the radio station KRQR went dead and the truck started getting squirrely. I stomped on the brakes. The truck went sideways and I managed to keep it straight. I guess I was in lane #2. A blue station wagon with brown panels passed me, I don't know what speed, but it was constant until he got smashed, by the section that did collapse the rest of the way. That's, I guess, about pretty much what happened. It just ... things just started getting real crazy. It was like the rear tires just went flat instantly and the truck went sideways, from side to side to side, and it was time to slow down. When I got on the brakes, the truck just jerked to a stop, just sliding to a stop. Once the truck came to a stop, there was nothing but a sound, a locomotion sound of like railroad cars crashing into each other and tires squealing and stuff and when it finally got quiet, I started freaking out. It was like there's so many people on this Goddamn thing, because of the game, they collapsed this son of a bitch. Then, when I looked out the side, I realized ... I looked at this warehouse and all the brick had washed out in the corner ... I realized it was an earthquake. It was like ... I looked at that wagon in front of me, and I went up there and helped that guy get out and he was all right, but it was a miracle he was alive at all. You could look forward, you could look north where the deck had crushed on the lower deck and just see puddles of antifreeze and you could tell there was a lot of people underneath there that were dead.

JM: How often do you travel up there?

DB: I've been up there, it seems to me I've been up about six times since then.

JM: No, before that day, before the earthquake?

DB: I lived in Point Richmond just by the San Rafael Bridge, but since then I've moved down south here to Oakland, closer to work and whenever I go

north on 80, it just really freaks me out. I mean, I don't like heading that way at all. Even if it's on 880, I don't like being on any kind of structure that's elevated especially the section right there at 980 that they're reinforcing. They've got it shored up and stuff. There was some structural fractures or something. Nobody's mentioned, I mean, they're doing some work there for a reason.

JM: But how often, before the earthquake, did you travel that? Did you travel it everyday?

DB: Everyday. Yeah, everyday. My commute was 35 miles round trip from ...

JM: How heavy was traffic that day?

DB: Going north, it was exceptionally light. By the grace of God, it was light and if it had been heavy, there would have been thousands of people dead. Because at that section of freeway, especially on a Friday, on a Friday and stuff and when the Bay Bridge was clogged up, because there was something going on in the City ... this section would just come to a damn near dead still.

JM: You were in the second lane?

DB: Yeah, from the left.

JM: About how fast were you going?

DB: I was doing the speed limit.

JM: Was anybody in there with you? You were by yourself?

DB: No, I was by myself.

JM: Do you remember about what cross street you were at when the earthquake first began?

DB: No. I know when I got down and I looked at the cross streets and where the truck was over was Cypress and Grand, right at column 79. But I mean, to be zinging along the freeway at 55 miles an hour, I mean, you don't look at a cross street underneath ...

JM: No, I understand that. But if there was any kind of a building or anything that you remember there?

DB: No.

JM: What about the other vehicles on the freeway around you? You mentioned the one blue car?

DB: No. There was ... I didn't see anybody behind me at all. I got hit by a piece of concrete that was about 2 feet by 3 feet, I would imagine, because it just smashed the shit out of the lumber racks. Something hit the truck and I looked in the mirror and over my shoulder through the cab

window and the lumber racks were just flapping, they were just melted down to the cab. There was nothing left of them. Something hit the windshield and there was a big, round crack in the windshield about the size of a baseball. It was a perfectly round crack with a little star in the center, right almost in the center of the passenger side. Then, the truck stalled out. The oil light came on and the generator light came on. About that point I was at a stop. I don't know if that was from me just jumping on the brakes and sliding to a stop and locking it up, because it's a four speed. I pushed the clutch in and I started up and it run all right, and I pulled forward about five feet. I looked behind me and the thought crossed my mind even possibly trying to drive out of there. Then, I could see the section, about shit, I guess about three-quarters of a mile or better behind me. It was collapsed also and I realized at that point that it was absolutely hopeless. Then, I started looking around me at the concrete that was half collapsed over me and I realized it was time just to get the fuck out of there.

JM: You got your vehicle to a stop without hitting any other cars? It was just the concrete came down on top of it? Is that right?

DB: Just a piece of debris, correct.

JM: The other vehicles ... were you stopped when that blue car went by you, or were you still coming to a stop?

DB: I just remember something just out of the corner of left eye, something going by me. When all the dust settled and I looked forward, I could see his car. His car was crushed about half-way across from the passenger side going to the driver's side and about three 3 feet forward from the rear of it. But it blew all of the windows out of it. My first thought was to like to walk south. Then, I realized, because I was like, oh shit, I don't want to see what's in there. But I went, the better part of me went, I got to go up there and do something to try to help these people and I got up there and here's this one guy. He's like "Ooooooh, get me out of here!" He's got a busted up finger and a knot on his head and the steering wheel is pinned between his crotch down into the upholstery of the seat. He was like, "can you get me out of here?" I stand there and I'm going you mother fucker, you're so lucky to be alive ... I don't know, man! This guys got the steering wheel crushed between just like this and it just missed his tools to the max! He's trying to get his keys off, out of the ignition and I took his key off. We left the key in the ignition and I gave him his keys so he could get in his house. He couldn't remember who he was, where he was going or what he was doing. He knew it was his car. The roof was collapsed completely down on the passenger side, smashing his briefcase into the seat. He yanked on that and he pulled that out. I cut the shoe off his foot and he got his shoe out and he was able to get his leg out. He climbed down one of these ladders. These people were tying ladders together with rope out of warehouses and they said suspend yourself off the side of the Cypress about six feet to eight ... about six to eight feet to get to the top rung of the ladder, and then start down this weebly piece of shit. I'm a journeyman carpenter and there's no way I'd get on that son-of-a-bitch! There was just no way.

JM: So, you ended up waiting for ...

DB: No, what I did was, I was walking down the side because it collapsed sideways and it was like spread smeared sideways on a sandwich. I walked down the side and then got him out. People were staying up like 10 feet over me saying come on up here its safer. I went back south, and right where the section was that had collapsed sideways, there was a piece of concrete about 10 foot by 10 foot just hanging by one of those inch-quarter pieces of rebar. The rear window ... it was right underneath his car. The rear window of the station wagon was blown out. So, I stepped on the tailgate. I took a running leap and I stepped into the tailgate, the bottom rung of that, up on to the roof of the station wagon and then the third step was up on to the upper deck. Then, I walked east about 40 feet, to where the deck was, and then I started walking south and I ran into two firemen. I climbed down on a hook and ladder and I was on the ground at quarter to six. About four blocks from there, in some auto parts warehouse, when the 4.0 hit, the aftershock hit, and this guy ... when I was in there, this guy goes this is an earthquake-safe building. This is an earthquake-safe building. They had all the S&K wrenches, one of each with the little silhouette behind it, and then son of a bitches were swinging from three to nine o'clock on the wall. He goes, "this is a safe building, this is safe." I go fuck you, "I'm out of here." I ran out of there and then I ran into this truck driver. I think I've still got his name and number. He worked for

out of San Rafael. I seen the Marin thing and he was ... I don't know it was but I caught him. He was going to get on and they made him back down the freeway, made him back down where the Cypress on-ramp on, and I caught him on some side street and I copped a ride with him. I was at Point Richmond at 9:30.

JM: 9:30?

DB: Well, give or take. I don't know, what time was it,

CB: (Inaudible)

DB: What time did I get home?

CB: (Inaudible)

DB: No, it was way after that. It was like 7:30, there's no way!

CB: (Inaudible)

DB: 7:30? I thought it was like 9:30!

CB: No, it was 7:30.

DB: 7:30?

CB: Yeah.

DB: In any case, he didn't know where he was going, because the freeway was

out. I knew my way around Berkeley and Oakland and I took him all on the side streets, down West ...

JM: Do you remember his name?

DB: What did I do with it? What did I do with that? Did I throw that out? We were going to get together and have a couple of beers, because we ... I ... it was like he was in a bad way and didn't know how to get through anywhere and ...

CB: You have a familiar name,

JM:

DB: . There it is right there. That's his home number.

JM:

DB: Yeah.

JM: He was just down there?

DB: Yeah. He was driving a company truck and when we finally got to the point where the lights were working. We kept trying to stay away from the main boulevards like Bancroft and San Pablo, because the lights were out so traffic was just so heavy. We kept going side streets and he had this huge rig. It was like a 12-ton truck. It wasn't a semi. He had ... it had a 12 speed spoiler transmission and he kept having to shift the hell out of it. He was just grabbing gears, just (shifting sounds). He didn't know where he was going, because we were all down here in the Maze and when I ... let's see, where's Cypress and Grand?

JM: Right here.

DB: When I picked him up, it must have been up in here. We went all up into the Maze. We were just like everywhere through the side streets up in here trying to stay away from the main boulevards because of all the traffic.

TAPE RECORDER BATTERY WENT DEAD



D-97, was interviewed by Investigator Sally Mitchell, #11092, on November 13, 1989, at 1135 hours. The interview was conducted at Fairmont Hospital. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

SM: Investigator Sally Mitchell, CHP

AH:

T: Translator

Each question/remark by Investigator Mitchell is translated by T to AH, then AH's response is translated back to SM by T. Only the Translator's responses are shown.

SM: How would describe the traffic on that day compared to how it normally is when she drives?

T: Very slow traffic. Its not too much.

SM: Very little traffic?

T: Very little traffic, yeah.

SM: How often does she travel this way? Everyday, Monday through Friday?

T: Sunday to Thursday.

SM: Sunday through Thursday?

T: Yeah, Sunday through Thursday. They get off on Friday and Saturday.

SM: They have Friday and Saturday off. Do they travel it at the same time?

T: At the same hour and in the same way.

SM: Same hour and same way. Does she remember which lane she was in? There's four lanes there.

T: There's four lanes there, uh-huh. The second one.

SM: The second from the left?

T: Yeah, the second one. I know where you mean and when. I attended traffic school. It was the second one.

SM: Number 2 lane?

T: Yeah, #2 lane.

SM: About how fast was she going before anything happened?

T: In that part of the time, she was at 50, 55.

SM: Travelling 50? Does she remember where she was, what the nearest cross street was when she first started to feel the earthquake?

T: Could you repeat that?

SM: Does she remember what the nearest cross street was?

T: No.

SM: It's kind of hard to tell on the bottom deck. Does she remember any other cars around her?

T: A big truck.

SM: There was a big truck ahead of her?

T: Yeah.

SM: Can she ... like a big rig with a trailer on it?

T: Oh, it was a little ... it was a medium truck without trailer.

SM: A medium truck without a trailer. Does she remember the color?

T: White.

SM: White. How far ahead does she think it was? How far in front of her?

T: I don't know. I don't think it was ...

SM: Can she ... like how many car lengths? Can she describe maybe two car lengths, or three car lengths?

T: Four.

SM: About four car lengths in front of her?

T: Yeah.

SM: When did she first feel like something was wrong?

T: What do you mean by that? The time, or ...

SM: No. What did she first ... what happened to make her think something was wrong?

T: OK. The car was crossing and ...

SM: The car was swerving?

T: Yeah. She thought that one of the tires was flat. So, she slowed down to prepared in third, and slow down more.

SM: She slowed down, shifted down into third. Did the car move left to right, or was it just shaking back and forth, or was it swerving left and right?

T: Shaking all over.

SM: Shaking back and forth in the lane?

T: Yes. It was in every direction.

SM: So, she shifted it down into third and then what happened?

T: She end up in the second lane when she was slowing down. She start seeing that all that, it was coming down like what do you call it? Like a card, like a card in that direction. She saw when the, how do you call it? How do you call it? When the upper deck was coming down, dah, dah, dah, dah, dah.

SM: So, it was coming down in sections?

T: Yeah, in sections. It was coming down ... in sections. She saw that. She exclaim, "Oh My God! We're going to be killed." That's what happened and in that instant, the big ...

SM: Beam?

T: Uh-huh, beam. The beam fell down on the car.

SM: So, she could see ahead of her that the freeway top deck was coming down in sections. Then, shortly thereafter, the big crossbeam fell in front of her car?

T: Um-hum, yes. The crossbeam.

SM: Was she knocked unconscious or was she awake after everything fell on the car?

T: All the time she was conscious.

SM: She was conscious? How was she injured? Did she ... how did she cut her head? Does she remember how she hit her head?

T: At the moment of the impact, for some reason she start blurring. She just remember that. She start blurring and say "Oh, My God." Let me see. I can't see because she felt pressure in her stomach and for the belt seat and well, for some reason or another, she stop seeing. But at the moment of the impact, she just ... the impact and the blood ...

SM: She doesn't recall then where she hit her head when they impacted? Her head started bleeding?

T: She don't recall.

SM: How did her legs get broken? Did the dash come in on her?

T: Uh-huh. The seat and the wheel, the steering wheel, it struck her stomach.

SM: So, she hit her stomach on the steering wheel and the seat evidently slid forward.

T: Yeah. Slid forward and what the big crossbeam ... actually, the crossbeam, it fell completely down and the motor and the tires out, two more seconds and they were smashed. Two or three more seconds and I assume that they were smashed.

SM: It fell, then, right on the car, right in front of their driver's compartment? was driving? She was the driver? She had the seatbelt on?

T: Yes. She wore the seatbelt.

SM: Did the firefighters have to cut her out of the car also? Use the machinery to get her out of the car?

T: First there was civilians, she say.

SM: Civilians?

T: They were trying to help. First of all, they were trying to cut the steering wheel because they saw that it was inside ...

SM: The steering wheel was in ... then if it was up against her stomach?

T: As a matter of fact, he's out front right now. He's outside right now. Yeah. The reason and there's four civilians first. They were trying to help and trying to cut the steering wheel.

SM: So, they couldn't get her out. The civilians tried to cut the steering wheel off?

T: They cut it, yeah.

SM: Did the civilians take her out of the car, or did the firefighters take her out?

T: They describing and I got to tell you how was it, because the civilians tried to help but until a certain point. Then, the firefighters came and with a special instrument, tool, they cut the crossbeam. They take off the roof of the car. They take out the seat. They take out the ground of the car and well, they destroy the car. They completely tore it to get them out. They cut the seat.

SM: To get them out, yeah. So, the civilians first tried to get her out by cutting away the steering wheel? Then, the firefighters came out and cut away the car to get her out.

T: Yeah. There was a factory and civilians came from ... employees, employees from the factories near there.

SM: A civilian employee from the factory. Is that that big black man again that Ethel described?

T: Yeah, the big black man. And ...

SM: That man that spoke Spanish?

T: Um-hum.

SM: Did they ever say who they were? Did they ever give their names that she remembers?

T: They never say their what is your name, or nothing, and I think also the hospital.

SM: Did ... can she describe ... let's start with the man who spoke Spanish. Can you describe whether he's old or young or ...

T: He was young. White. He wasn't fat. Just standard. About 25 years.

SM: About 25 years, white, average build.

T: Average, yeah.

SM: Did he say where he worked, or did he say he worked there at the factory?

T: No, he didn't say nothing.

SM: How about the black man? Could she describe him?

T: He was strong, very strong, a big one. He wanted to open the door with his hands. He wanted to try to open the door with his hands.

SM: About how tall was he?

T: About 5-10, 5-10.

SM: Big build?

T: Lot of muscle.

SM: About how old?

T: 30, 35. He wasn't (inaudible). He was a black man, very strong. They remember the first people, persons that climbed there. After that, they start coming more ... more persons, but they remember that one because they were the first ones. They were the first one! The guy that was speak Spanish, they say he say don't stop talking because you have to be awake.

SM: So, he was reassuring them, keeping them awake and talking to them.

T: Yeah.

SM: Did the black man have a beard? A mustache or a beard? Do they remember?

T: He got a mustache. A mustache.

SM: Had she had any alcohol or taken any medicine? OK, no. How about ... does she wear glasses when she drives? Does she need glasses?

T: Yeah. She was wearing glasses.

SM: She was wearing glasses at the time? Does she ... was she in good health before all of this happened? Was she healthy?

T: Yes, she was in good health.

SM: Good health. Can she describe all of her injuries for me now, how she was injured?

T: Her stomach. The operation on stomach, main operation, because they have to cut some part of ... how you call it?

SM: The intestines?

T: Intestines, OK. They have to cut part of the intestine and one part of this intestine is outside, so they had a bag here which makes (inaudible). Three months she got to be with that bag there. Yeah. That was because the steering, the steering wheel ...

SM: Steering wheel cut into her abdomen, her stomach? So, that they've taken part of her stomach or her intestines and placed them on the outside then for a while?

T: Yes. For a while. She has broken two ribs.

SM: Broken two ribs?

T: In each side.

SM: So, we have four altogether?

T: Four.

SM: Four broken ribs?

T: Clavicle, yes. The clavicle is broken.

SM: Broken clavicle, yes.

T: She have broken here, and ...

SM: So, that's a broken left leg.

T: Broken left leg.

SM: Broken right leg.

T: Yes, but in here and I don't know ... yeah. She has nail here.

SM: Broken right foot that's pinned. She has pins in it?

T: Pins and nails. She has nails in it.

SM: She has some large scars up on her forehead?

T: Yes.

SM: That looks almost like a six inch scar, or longer than that, six to ten inches on the top of her scalp on the forehead.

T: Six to ten inches.

SM: Some scars on the bottom lip?

T: Well, what about the nose here? (Inaudible) tubes

SM: Oh yeah, for the tubes.

T: Tubes in both nostrils.

SM: It sounded like she was describing soreness or aches all over?

T: She have contusion all over.

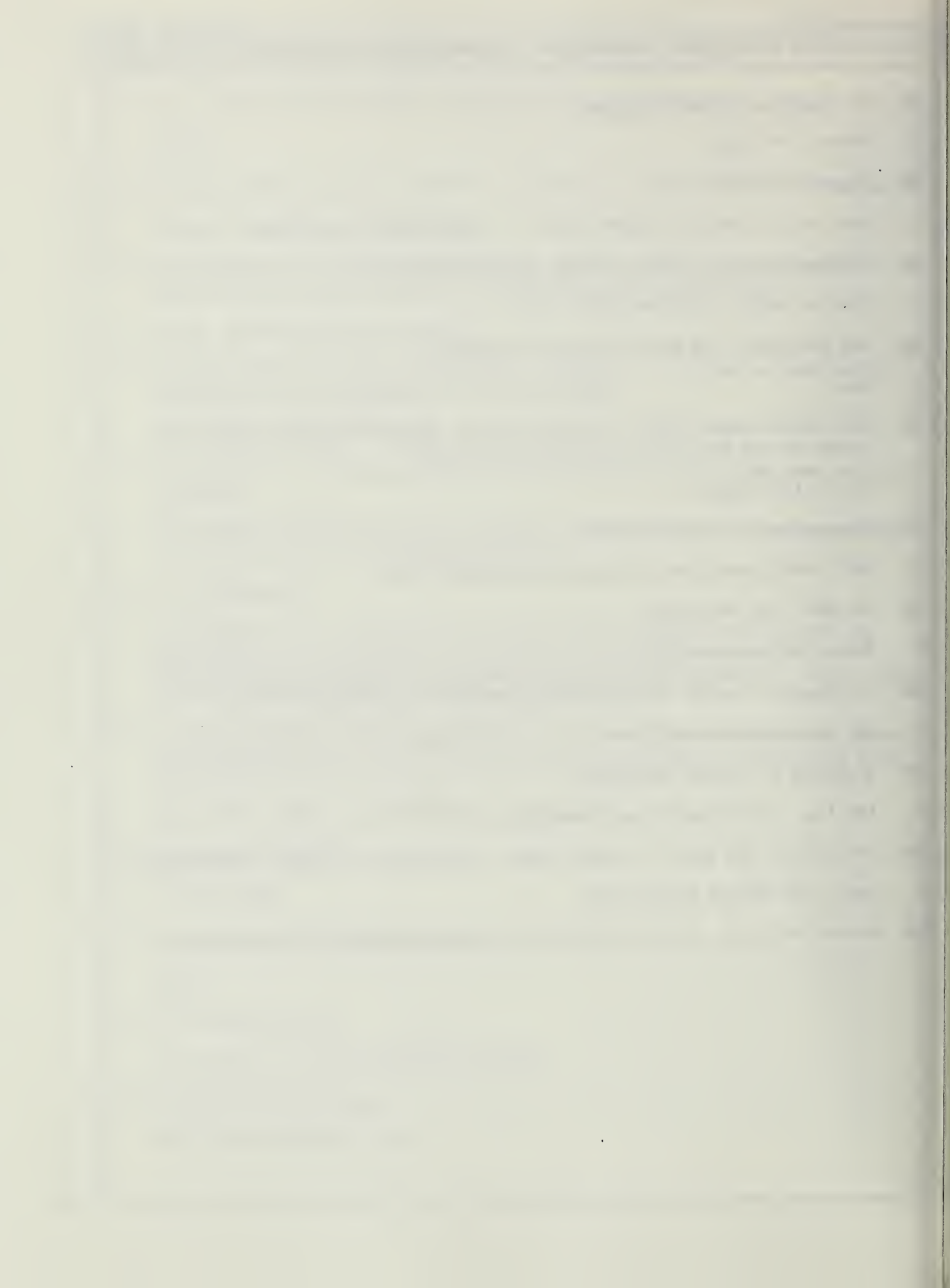
SM: Bruising all across the chest.

T: The legs. Bruising through here too.

SM: Bruising on the left, no, right thigh. Bruising on the hips. Both hips?

T: Yeah, and she got bruise here.

SM: Across the hips. At this point we're going to terminate the interview.



P-97A , was interviewed by Investigator Sally Mitchell, #11092, on November 13, 1989, at approximately 1110 hours. The interview was conducted at Fairmont Hospital. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

SM: Investigator Sally Mitchell, CHP
EL:
KD: Translator
LM: Translator

Each question/remark by Investigator Mitchell is translated by KD or LM to EL, then EL's response is translated back to SM by KD or LM. Only the Translator's responses are shown.

SM: We are speaking with the help of an interpreter by the name of . Yes. If she can just say a few sentences and then stop her and translate that for me. So, I'll need you to move up a little bit closer so I can hear you.

KD: Whenever she can speak English.

SM: That would be fine. If she could just go ahead and start telling me what happened, what she remembers as happening from the time she left Hayward.

KD: She was driving.

SM: Go ahead and translate what she just said for me.

KD: She said they left the house at 4:30, and everything was normal and they went through the Bay Bridge. She was driving. They were just having conversation in the car.

SM: She meaning

KD: Yes. Before they left, they checked everything to make sure that nothing was going to go wrong with the car. The tires and ... they put their seatbelts. Then, they said their prayers before (inaudible). They were driving normal. She can't exactly say in which area at the time when the earthquake. In Cypress, but not exactly.

SM: About where she was?

KD: When she started (inaudible) from the wheels on the car were shaking. Then, she slow down, lower her speed.

SM: slowed down?

KD: her sister, she screamed. Her sister was in the middle. There were five of them. Her sister was sitting in the middle of the back seat. When she started feeling the earthquake, her sister screamed to her ...

SM:

KD: Yeah. About the earthquake, about what was happening. She said it just happened so fast. Oh, she's screaming, see? "Girls, we're going to die ... everything. We're dying, we're going to die in here."

SM: But what ...

KD: They could see the concrete like falling.

SM: They could see the concrete from above falling?

KD: Yes. She was screaming too. Her sister was thrown up in the middle and landed in her arms at that time. She kept yelling, "please take her and hold her, take care of her for me in the back." But they were all paranoid, something like that. She was ... I think she was throwing up blood and she was just ... (whispered) and she died in her arms. After that, everything else ... after everything fell down, then they were trapped ... trapped where they couldn't get out. When it fell down, it fell right in the middle of the car. Not in the middle of the car, like the front, like the hood, like ...

SM: It fell on the engine compartment?

KD: Yeah.

SM: Most of the engine?

KD: Yeah, so that's what really helped them out, because it made a ... she said they were about this much hardly away and if that thing had of fallen down, it would have completely killed them.

SM: How often does she go this route back and forth between Hayward?

KD: That's the only route they had.

SM: So, she was on her way to San Francisco?

KD: Yes. Bank of America.

SM: How would she describe the traffic on this day compared to normal?

KD: Very slow traffic. Very little traffic. Less traffic than usual. At the moment when it was happening, she looked like that and she said there was not hardly no cars. There were no cars close to them. They were the only ones that got hit.

SM: There were no cars just right around them and they were the only ones?

KD: Yes.

SM: Does she remember which lane they were travelling in? If the fast lane is the #1 lane and the slowest lane is the #4, does she remember whether she

was in #1, 2, 3 or 4?

KD: She doesn't remember exactly that.

SM: Does she remember about how fast they were going?

KD: 55.

SM: 55?

KD: They were going 50, 55 but when the earthquake started coming, then she slowed down as much as she could because she had to gear down to ...

KD: When they first entered into the ... about 50.

SM: So, the first indication that she had when something was wrong was when the car started shaking back and forth?

KD: Yeah, when the wheels ... they started ...

SM: Yes. He was going to translate for me. I just got a head start

KD: Then, I can go? Do you mind?

SM: No, thank you. Right now we're going to switch interpreters.
is going to be interpreting for us. You are a relative of theirs?

LM: No, I'm a friend, very close friend.

SM: A friend of the family's? I think we've almost got her interview complete. When did the car stop? When the cement came down on you, is that when the car stopped? Or had the car stopped before?

LM: They were slowing down, but the cement thing, it completely stopped them. It was a little confused. There was concrete around them.

SM: Yeah. They were in the process of slowing and the concrete fell and the car stopped completely.

LM: Yes, completely stopped. Because I think, she think, she thought that it was flat tire, something like that and she try to manage it, how to keep control and it was slowing down, slowing down but it came to stop completely where this cement ...

SM: What I'm going to do is I'm going to finish up her interview and then get another tape and get her statement separate.

LM: Oh, OK.

SM: Where were you injured? How were you injured?

LM: Mostly it was her legs.

SM: Was she trapped in the car?

LM: Contusions on her stomach, seatbelt contusion.

SM: From the seatbelt?

LM: Yes, from the seatbelt. She was trapped. She was trapped.

LM: She felt that the seat come close and she didn't know how to ...

SM: The seat moved forward toward the dash?

LM: She said that the ... what do you call it, how do you say that?

SM: The steering wheel?

LM: Yeah, the steering wheel, yeah. Her stomach hit it.

SM: Ethel was sitting in the right front, right?

LM: Yes.

SM: She had her seatbelt on, the shoulder restraint?

LM: Yeah. The reason she have contusion on neck is seatbelt.

SM : From the seatbelt? She has the bruises across the neck from the seatbelt. Who took you out of the car? Did the firefighters come and take her out of the car?

LM: First were civilians. They were trying to help. Then, the firefighters came and take them out. The civilians tried to help, but they don't have the special tools ... special tools to take them out.

SM: Yeah, to get them out of the car. Who ... could she describe the civilians that came to help her?

LM: There was one civilian that speak Spanish. He was not of Latin extraction, but he speak Spanish.

SM: He was not Hispanic, but he spoke Spanish?

LM: Yes. It was a black man. It was a black. Very big, very strong.

SM: Very strong, big black man?

LM: Yes. After that came the woman putting oxygen in it.

SM: A nurse? Was she a nurse?

LM: She don't remember how old, but she was a young woman.

- SM: A young woman came and then gave her oxygen and put a collar around her neck, but she can't remember whether she was in uniform or not?
- LM: No, she don't remember if she wore what kind of uniform.
- SM: When she saw the freeway falling, did it start coming down in small pieces or did that whole big large piece all of a sudden come down?
- LM: She saw pieces coming down and the big cement things that was coming down.
- SM: So, the first thing she saw was smaller pieces, and then right after the big piece came down?
- LM: She saw that big cement thing.
- SM: She saw the big piece?
- LM: Yeah.
- SM: It was the crossbeam that came down on top of their car?
- LM: Crossbeam.
- SM: Before the ... about 12 hours before all of this happened, had she consumed, or drank any alcohol or taken any medications for any medical problems?
- LM: No.
- SM: Does she have all ... no smoke, no drink. Does she have any vision problems? Does she need glasses, or wear glasses?
- EL: No.
- SM: Before any of this happened, does she think she was in good health? Was she healthy before this?
- LM: Just normal.
- SM: She wasn't sick or hurt in any way?
- LM: No.
- SM: Well, what type ... she obviously has multiple fractures of the right leg. What else does she have, other injuries?
- LM: Besides that, she have contusion in whole body and 2 rib broken.
- SM: She has two broken ribs and bruising all over her body.
- LM: She lost a lot of blood during that ...

SM: She has evidently had some large cuts on the right forearm? Did she hit her head? Any head injuries?

LM: No.

SM: No head injuries?

LM: No.

SM: How about her left leg? She was pointing to her knee. Did she have some injuries on her left leg at all?

LM: She say that she didn't suffer too much there because she have ... this way is that leg and that way in the corner. So, there isn't ... she say just contusion.

SM: Just bruising on the left leg. I think that's about it. Thank you.

P-97B, was interviewed by Investigator Sally Mitchell, #11092. on November 10. 1989, at 1540 hours. The interview was conducted at Hayward. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

SM: Investigator Sally Mitchell, CHP

LH:

T: Translator

Each question/remark by Investigator Mitchell is translated by T to LH, then LH's response is translated back to SM by T. Only the Translator's responses are shown.

SM: Just have her tell the story, start ... just go ahead and have her tell you and then you can translate for me.

T: She says she felt the car moving and ...

SM: Zig-zagging back and forth?

T: She says the same thing as in the same terms as what's wrong with it, with it's direction. By then she saw that ... just move the car and she ... when told them that they were to get killed because it was I think, that saw the parts the come down?

SM: actually saw it falling first?

T: She was driving and she was the first one that saw that part coming down.

SM: The concrete falling?

T: She yelled, "Girls, we're going to get killed!" Then, that was all when everything came down.

SM: Ask whether she remembers if tried to drive under the crossbeam, or did she just kind of stop where she was, or did she try to drive the car to any particular place she thought would be safe?

T: Yeah. She reduced the speed, because she was way too far and she put it in third and that was all she did because the part came too fast.

SM: Too fast?.

T: She says after that, when the part came down, they tried to open the front door but they couldn't. So, then open, she broken the glass and ...

SM: Broke the window?

T: Yeah. With her head. got out first and then she ...

SM: They actually crawled out through that broken window?

T:

T: Then, the other two in the front part ...

SM:

T: Uh-huh. They yell at her to come help because she was upside down and bleeding too much. So, then they started yelling at her to come and help her, but they couldn't do nothing because they got pain and they trying to get people to come and help them. So, they couldn't do anything.

SM: Now all three of them had seatbelts on in the back seat?

LH: She was on the left. was in the middle. She had the seatbelt and she was upside down. Because the seatbelts hold this part and they move like ...

SM: Yeah. Did ... did they hit the seats in front of them? Is that what kept them ... by hitting the seats in front of them, is that what kept them from going forward?

T: Yeah. The front seat helped them to not be ...

SM: So, they hit the seats in front of them, where didn't have anything there to block her?

T: She went down this way.

SM: Did she get down the same way as By a ladder with a rope?

T: Yeah, the same way. OK. First They took first, then

SM: Did somebody carry down the ladder?

T: Because was almost dead, so she couldn't be able to stand up or something. A man helped her to get down.

SM: So, a man carried her down?

T: Carried her on his back. Then, she asked the man if was dead and the man said no, that was just that word.

SM: Unconscious?

T: Yeah, unconscious.

SM: Did they then lie down ... when they got to the bottom on the street, did they lie down on the street for a while before the ambulance came? Or were they taken right away by the ambulance?

T: They told them to sit down on the floor, I guess. They put a ...

SM: Put a sling on it?

T: Sling on it before they would take ...

T: They were helping with the blood and cleaning up her face. Some Colombia people, Peruvian people and black people.

SM: Columbian and Peruvian speak Spanish that she could understand?

T: Yeah.

SM: How long does she think she had to wait before an ambulance took them to the hospital?

T: They were in ambulance already but they have to wait, because there is too much people. So, they wait about 40 minutes?

SM: What hospital was she taken to?

T: Eden Hospital.

SM: How long did she stay at Eden?

T: At Eden?

SM: Yeah.

T: From Tuesday to Friday.

SM: Tuesday through Friday.

T: Yeah. She was at Eden Hospital.

SM: I probably don't need to ask her too much other things. She was sitting on the left rear, right? Next to

T: Yes.

SM: Did she feel ... besides feeling the car go back and forth, did she feel the freeway move up and down at all? Does she remember?

T: She just felt the car moving.

SM: No up and down, just felt the car moving back and forth? When did she know it was an earthquake? When did she think it was an earthquake?

T: Till she got to hospital.

SM: She didn't know it was an earthquake?

T: She very much ... she thought it was ...

SM: Thought the bridge fell down? Her injuries are; she has a broken left clavicle and ...

T: She had surgery ...

SM: She had some ... was it exploratory surgery, or ...

T: Yeah. To see if she had any bleeding inside. To see if she had any internal injuries.

SM: Some sort of abdominal surgery then?

T: Yes, abdominal surgery. She can't ... she can't use ... it is kind of, her fingernails hurt, I mean, she can't ...

SM: Her hand, her left hand, is very swollen. Is that from the accident also?

T: Yeah, same ... everything came from that.

SM: She has some scrapes and scarring on her left hand and then a lot of scrapes along her left shin. Is this from the glass, does she remember?

T: This?

SM: Yes.

T: She doesn't know.

SM: It's the same ... she hadn't had any alcohol, or she doesn't take drugs or medication for any problems?

T: No, none of that.

SM: How about her ... her vision is good? Eyesight good.

T: Yes.

SM: How about health? Was she in good health before this happened?

T: Yes, she was.

SM: I should also ask her if she's sign a medical release so that we can get a document of her injuries that she got, that she was treated for at Eden.

T: She wants to ... is there any problem that she signs for? With the hospital, she means.

SM: No, no, no. All that she is signing for is ... what the Highway Patrol is probably going to do is we're probably going to subpoena all those records. It's just easier if you sign for them and then we don't have to go to court to get a subpoena. That way the hospital just has her permission to give us the record of her treatment for her injuries suffered in the earthquake. It just saves us going to court and having to

get a legal document.

SM: She's not signing anything away like ... you can still contact an attorney and do whatever you need to do.

T: She's worried because she thinks there is going to be any problem from the state, from the government to help her.

SM: No, no. Oh, no. This is what it says. You can read it and translate it to her.

SM: At this point, we're going to be terminating the interview.



P-97D, was interviewed by Investigator Sally Mitchell. #11091. on November 10, 1989, at 1510 hours. The interview was conducted at Hayward. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

SM: Investigator Sally Mitchell, CHP

MA:

T: , Translator

Each question/remark by Investigator Mitchell is translated by T to MA, then MA's response is translated back to SM by T. Only the Translator's responses are shown.

SM: What I'd like to do first is, just tell me everything that she can remember that happened from the time wherever you were coming from ... like if you were coming from Hayward and going to San Francisco or whatever happened. Let her tell you in her own words the whole story of everything she remembers and then just stop her every so often so you can translate it into English on the tape for me.

T: She said she didn't know it was an earthquake. She just thought the car was moving and she thought that the direction of the car, something was wrong with it. But she didn't know it was an earthquake. Then, she just ... my aunt, the one she was driving, she just told them well, we're going to get killed because that part is coming down. She just say that and then the whole part came down. OK. She said a big pillar ... it's a pillar? Came down, fell down by the motor of the car. Not in, I mean ... yeah, on the motor, by the engine. Nobody ... they were the only ones at that space. They couldn't see forward or backwards.

SM: Ask her if it was a pillar, one of the pillars, that was upright like this, or was it a crossbeam across, above them on the roof, that fell down?

T: They just saw a lot of sand and cement and all that stuff coming down. They think it was the one across.

SM: The crossbeam?

T: The crossbeam. It was a big one because ...

SM: It wasn't, or it was?

T: It was a big one.

SM: A big one, a big piece.

T: OK. They say that the two ... that was driving, the one driving and the other one, they were ... her leg was how do you say that? Because of the pillar, they weren't able to move.

SM: They were trapped?

T: They were trapped. The one who was driving had the wheel driving in her side, in her stomach, and she couldn't move. OK. The one who died ... there were three in the back. The one who died was upside down and she was bleeding from all her body.

SM: She was in the middle?

T: She was ... they talked to her but she did not say nothing. She was hurt, dead already. They, she, her and they tried to open the door but they couldn't, because they were also trapped. So, she broke the back part, the glass, with her head in order to get out. To yell to people to come and help you, because they couldn't get out. They started screaming and yelling to the people from the ... up there and the people, people from factories, not the firemen, but from factories and the neighborhood, they went up and helped them.

SM: So, she broke the window out with her head? Deliberately?

T: With her head.

SM: Intentionally to break it out?

T: The back part. It was a two doors, she broke out. OK. Then, when the people came to help them, they took her first and then they took the one who died. Then, her and then the last two, the one who was trapped was the last one.

SM: In the front?

T: It took about two hours in order to get the other two.

SM: The firemen had to get those two out, right?

T: They have to destroy the car and all that stuff because they couldn't. She got that arm broken and she got surgery on her arm and she got a big ...

SM: Yeah, she's got a big cut on her head.

T: has a broken clavicle bone?

SM: Clavicle, um-hum.

T: She got ... they made a surgery on her stomach to see if she had any ...

SM: Bleeding inside?

T: Yes, bleeding.

SM: How did she get down from the structure, out of the structure? That was after she got out of the car?

T: From the freeway ...

SM: The men helped her out of the car and then what did ...

T: She get out of the car by herself. Yeah, because she broke out the window with her head. Then, the men went up and I think ...

T: They got some ropes and they tied them, and with the ladders, and they tied them from the ropes and then they helped them to get down.

SM: She climbed down then on the ladder?

T: Uh-huh, on the ladder.

SM: Then, how did she get to the hospital?

T: By ambulance.

SM: Now I'm going to go back and ask her some specific questions about it. Where were you coming from? From Hayward?

T: Uh-huh. They were going to work in San Francisco. They left here about 4:35 they were going to San Francisco.

SM: Do they go that route ...

T: Everyday, Monday through, no, Sunday through Thursday, everyday.

SM: Everyday. Same time?

T: Same time.

SM: How would she describe the traffic on that day compared to any other day?

T: It wasn't ... I mean, it wasn't bad on the (inaudible). There wasn't too much traffic.

SM: Was that unusual? I mean, is it normally heavy?

T: OK. By the time they left here everyday, it was crowded. But that day it was slow, it was slow.

T: They were surprised because that there wasn't much traffic.

SM: Yeah. It was very light for that time of day. Does she remember which lane they were travelling in? The fastest lane is the #1 lane and then we number them #1, #2, #3 and #4, the slow lane being #4. Does she remember which lane they were travelling in?

T: They don't remember. Probably on the second one from the left. Because they were going to get into the Bay Bridge.

SM: So, they were probably in one of the two left lanes?

T: Um-hum.

SM: Does she recall about how fast they were going? Keeping up with traffic? 55? 40? What would she estimate the speed was?

T: About 55. But we went to the ... I was in the hospital when my other aunt, who was driving, and she said that when she felt the car moving. She thought it was something wrong with the front tires. Then, she, so she shift the car.

SM: She shifted down to slow?

T: To third. It wasn't four by that time. She put it in third, so yeah. She reduced her speed when she felt the car moving.

SM: feel the car moving?

MA: Si.

T: Yes.

SM: Was it moving from side to side, from left to right?

T: So, they felt ... from what they felt, the direction was wrong with the car. Something was wrong with the car.

SM: Because it was moving back and forth and side to side? All together, there were five people in the car?

T: Five. Three sisters, and a friend.

SM: Do you remember ... well, we have the street where you were so that's OK. Does she remember anything about the cars that were around her when the earthquake started? Any of the cars in the other lanes?

T: They were the only one at that ...

SM: At that particular section?

T: There was only the one car.

SM: Did she notice if the concrete started falling? Did you notice the side pillars that are holding up the upper deck ... did you notice those swaying or doing anything?

T: She saw ... they just say ... it was fast, they said. They just saw the the bottom falling.

SM: Did it start to fall in pieces, or did it fall as a big block of concrete?

T: OK. First it was big and then ...

SM: Let me get her statement after hers, OK, because I need it separate. So,

I'll get all of her statement. Does remember whether it fell all at once or not?

T: It was a big block and then it was little parts falling down.

SM: So, one of the blocks came down and landed across the engine compartment. At the time, did she know ... after everything stopped, did she know that she had hurt her arm? Was she hurt there at the time?

MA: Si.

T: She felt it.

T: She said at the moment when she was in the car when it fell, and then when she got out to help, to call for help, she felt big pain and she saw her arm going this way.

SM: Just dangling, yeah.

T: She said that ... the ...

SM: Her head must have been bleeding?

T: Um-hum. She thought her eye was out because she got a lot of blood in her, on her face.

SM: Where was she sitting in the back seat? On the left or right?

T: Right side.

SM: On the right side. That was the right window that she knocked out with her head when she got out?

T: Um-hum.

T: Yes.

SM: So, you got out and got out and then ...

T: Immediately. They they ...

SM: The rescue people got ...

T: Because the one who died was upside down and she couldn't move. She wasn't conscious.

SM: Did the firefighters take out and then the other two?

T: A man from one of the factories, we don't know from where but he wasn't from the fire department, took out.

SM: About 12 hours before anything happened, had she had any alcohol, drank any alcohol, or taken any prescription drugs of any kind?

T: When?

SM: About 12 hours before the earthquake.

T: Had any of them?

SM: Yeah, if any of them had any alcohol.

T: I don't think so.

T: No. None of them drink or ...

SM: Any medication of any kind?

MA: No.

SM: How about vision? Any vision problems. Does she wear glasses, contact lenses?

SM: Their vision is fine? Their vision is good?

SM: Before she got hurt in the earthquake, did she consider herself to be healthy, in good health?

T: (Inaudible).

SM: She wasn't sick or injured before anything happened, right? What did the doctor ... she went to Providence Hospital? She spent how many days in Providence?

T: She get in Tuesday and then she get out Saturday.

SM: What did he diagnose her injuries as? A broken right arm, and she has a laceration, a large laceration going from ... on the forehead from the right side continuing across to the middle of the forehead and top of the head. Any other injuries?

T: Well, she just feel dizzy, because she lost a lot ...

SM: Just felt dizzy

T: Yeah.

SM: Any soreness?

T: Yeah. She can't ... when she came here first, she could not sleep because she was remembering it. Because the one who died, she lived here in this apartment. She used to sleep with her in the same bedroom.

SM: Yeah, must be very ...

T: So, she couldn't sleep and she felt very ...

SM: Yeah, very hard. Do you know where the car is now? Is it at the tow yard?

T: It is in Oakland, on Market Street?

SM: At A&B Tow yard?

T: Went to see the car but we couldn't distinguish the car, because they destroyed the car in order to cut them all out, to take out of the car.

SM: What we would also like to do is to get a record of, a factual record of the injuries that everybody sustained. We would like to get the hospital records of what they treated her for, but I need her to sign a medical release so that they'll release those records to you. Can we ask her if she'll sign a medical release? This is just for the injuries in this earthquake alone, from Providence?

T: You want to see them right now? Those records?

SM: Well, we can get them from Providence. We can get them. We just need to have her sign a medical release and we'll mail it to the hospital and then they'll mail us the records, copies of them.

T: She wants to know what is the purpose of ...

SM: Well, what we want to do is that we also want to document the type of injuries. Was she wearing a seatbelt?

T: Yes. They were wearing a seatbelt.

SM: A lap belt?

T: Yes.

SM: Also, a purpose of the study is to discover the type of injury related to whether people were wearing seatbelts, whether they weren't wearing their seatbelts, whether their car was on the top deck and fell, what kind of injuries they got from that falling motion, or what kind of injuries they got from something falling on them. So, we want to document each specific injury and the medical reports have a real specific account of each injury for us.

T: She says for free you can.

SM: I'll get a pen out. At this point in time, we're going to terminate this interview.



D-107, , was interviewed by Investigator Rick Linson, #9945, on February 5, 1990, at approximately 1223 hours. The interview was conducted at Sacramento. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

RL: Investigator Rick Linson, CHP

RC:

MC:

RD: Attorney

RL: If you could Mr. could you just explain to me what happened on October 17. If you can, start about fifteen to twenty minutes prior to the incident and take me right up to the incident and then what happened afterwards.

RC: Fifteen to twenty minutes before, I was driving down the highway approximately 50, 55 miles an hour, headed towards Oakland, on the I-80 or 880.

RL: Yes, 880.

RC: 880. Driving along and wasn't even talking to anybody. We had worked pretty hard that day, so we were kind of sitting, relaxing. All of a sudden, I saw the road fall in front of me and I crashed into it. That's about the jist of it.

RL: How often do you travel the route?

RC: Two to three times a week. Not only that route, but the Bay Area in general.

RL: How heavy was the traffic in terms of light, moderate ...

RC: Actually, it was very light considering the time of the day. It was around like 5 o'clock, and normally it's stop and go, and this particular day it was not stop and go.

RL: What lane were you in?

RC: I was in the second lane from the right.

RL: Where were you when the earthquake began?

RC: On the highway.

RL: In terms of your location just before the collision?

RC: I'm not exactly sure what exit I was by. I haven't been back over there. What I'm saying is this, is just from what I've heard after the accident, that I crashed into the first piece of roadway that fell. So, I'm not

sure and then from there on it fell on down from there, the way that I understand, it but I'm not positive.

RL: What was the first indication to you that something was wrong?

RC: When I saw that thing fall. I didn't feel a thing until then.

RL: Did you have the opportunity to apply your brakes?

RC: I made an effort and by that time, we was at the impact. The gentleman who was riding, , says he recalls seeing me reach for the trailer brakes and I know that I hit the tractor brakes.

RL: How did you get out of your truck?

RC: To the best of my recollection, I was, after I ... I don't think I was unconscious, but I was probably dazed. I woke up, I remember seeing blood coming profusely from my face and my knees and I was in pain. I tried to get out and I started hitting on the side of the door, and the door fell off the truck. I finally climbed off that side, I went up to the top of the roadway and laid there. I was laying up there looking back at the portion of the freeway that was still standing, it was still moving and I remember trying to crawl a little further away from it. I didn't want to ... I thought maybe it might fall too. I had no idea what was going on. I really had no idea what was going on at all. I didn't know ... in my mind I didn't think about an earthquake. I thought maybe a bomb had gone off or something. I had no idea.

RL: Did you have any sensation of movement on the freeway prior to your collision?

RC: No. In that truck you don't get the sensation you get in the car. I didn't even hear it. I had no idea.

RL: The first indication, to you, that something was wrong was when the road dropped in front of you?

RC: Yes

RL: Is there anything else you want to talk about?

RC: I don't have anything else.

RL: I conclude the interview at 1227 hours.

P-107A, , was interviewed by Investigator Paul Wong, #8736, on November 8, 1989, at approximately 1210 hours. The interview was conducted at Napa. The statement was tape recorded. The following is an edited transcript of that interview. Also present was I

Identification:

PW: Investigator Paul Wong, CHP

DM:

DG:

PW: . could you state your full name and spell your last name please.

DM:

PW: Do I have your permission to tape this interview, sir?

DM: Yes, you do.

PW: What is your current address right now?

DM: , California.

PW: Your date of birth is?

DM:

PW: Your license, California driver's license, is

DM: Yes.

PW: Your current phone number, sir?

DM: That's a message phone.

PW: If you can kind of backtrack with me to about five, ten minutes before the earthquake, do you recall where you were at the time?

DM: Yeah. We were on I-880 coming from San Mateo, heading back to Vallejo.

PW: You were a passenger in a truck-tractor?

DM: Yes.

PW: What kind of truck was this?

DM: Kenworth.

PW: Kenworth?

DM: Yes, a small conventional, I mean, cab-over

PW: The trailer that was behind it?

DM: trailer.

PW: Who was the driver of the truck-tractor?

DM:

PW: I understand there was another passenger between the driver and yourself?

DM: Yes.

PW: What was his name, sir?

DM:

PW: That's the son of ...

DM: yeah.

PW: You were in the lower deck of the Cypress Structure on 880?

DM: Yes sir.

PW: Do you remember what lane you people were in?

DM: We were in the right lane, not the far lane, but the second one from the right.

PW: The second, the lane next to the slow lane?

DM: Right. Exactly.

PW: How was traffic at that time when you were on the Cypress?

DM: It was pretty slim!

PW: When you say slim, how many cars were in front?

DM: I'd say I saw four or five cars in front of me, maximum.

PW: Do you remember what kind of cars they were?

DM: No, I couldn't tell you. I know there were a couple of small compacts and that's about all I can tell you.

PW: How about colors?

DM: There was a blue one, in fact there was a couple of blue ones. That's about all I can remember.

PW: How about behind? Did you get a chance to see in the rear view mirror?

DM: Well, there was one alongside of us but after we hit, he was right here and he kind of ... from the rubble that fell from the Cypress, he drove up on the rubble.

PW: What kind of car was that?

DM: Looked like a small Toyota maybe? Something around there?

PW: The color?

DM: It was blue, light blue.

PW: Do you remember how fast the truck was moving?

DM: About 55 miles an hour.

PW: How about the rest of the traffic at that time?

DM: It was flowing right with us. It was pretty much flowing together.

PW: Is it common to have such light traffic at that time?

DM: No. It's usually pretty packed.

PW: Do you travel that 880 often?

DM: I have, yeah. Through ... we were ...

PW: Do you know exactly where the truck was when the earthquake hit? What was the cross street on this 880?

DM: No, I couldn't tell you the cross street. But we were right under the deck when it hit. We were just starting to come underneath the deck ...

DG: Wasn't there an on-ramp right there?

DM: Yeah, there was but I don't know what it is.

PW: What was the first thing that caught your attention, that something that wasn't right?

DM: The road was falling in front of us.

PW: That was the first indication that ...

DM: That's the only thing I knew, that I could see.

DG: But there was a turn in the highway or something, so they didn't feel it when the road started to shake on them.

DM: Exactly. When we turned, we ... there was a bend in the road, just a slight bend, and the truck swerved a little bit but that was about all I could ... it didn't seem like it was unusual because ...

PW: You felt the truck swerving?

DM: Yeah. I thought it could have been a groove or something. I didn't pay much attention to it.

PW: It wasn't that major for you to notice?

DM: No. No, until I looked up and saw the road was falling. Then, I knew something was wrong.

PW: When you say the road was falling, do you mean small pieces or large pieces?

DM: The upper deck sections were falling.

PW: Let's backtrack a little more then. Do you see any type of motion on the structure before you saw ...

DM: I really didn't, no, not really. I wasn't really watching for that.

PW: So, all you did was see the upper deck starting to come down?

DM: Right.

PW: All at one time, or ...

DM: The last two sections, it was like a domino effect. It was like one and then the other one fell.

PW: So, you did get a chance to see the structure fall?

DM: Yeah, two sections. Two of them, just two sections. That's all I could see.

PW: Did they both land on the lower deck, or did ...

DM: Yes. They both landed on the lower deck.

PW: Flatly?

DM: The one we hit landed flatly. Now the other one had a rise to it, kind of like a wave. That's about how it looked when I got out.

PW: Did the driver, , have any opportunity to brake at all, or do you recall him braking?

DM: None. No, there wasn't really a chance for him to brake. I know he wanted to, but I'm sure that there wasn't ...

PW: He didn't have time to take evasive action?

DM: None, none.

DG: When they went back to check the truck, there was no skidmarks.

DM: I looked up and I saw the road and I yelled, and then he looked up and that's all we could do. That next instant we hit it.

PW: Did you see what happened to the little car that was to your right, the Toyota?

DM: Toyota? He drove up, I'm not sure I know, but a Toyota is a small, compact car, right? He drove ... from the rubble that had fallen from the road, it looked just like a ramp for him to go up and he just drove up a little bit and stopped. I mean he didn't go all the way up on top, but he just kind of went up versus hitting it head on, hitting it flat. Do you understand what I'm trying to say?

PW: Yeah. Surprised he didn't just come to a dead stop.

DM: I was too. Kind of like, he must have hit a bump. He must have one of the couple of pieces of asphalt that were there and it just kind of like bounced him up a little bit.

PW: How far up the platform ...

DM: Oh, he didn't go very far up that at all. He just ... just the face of it, the face of it had fallen right here and then he just went up a little.

PW: How many people were in that Toyota, do you know?

DM: One.

PW: One? Male?

DM: Yeah. One elderly man. He was an old man.

PW: What nationality was he? Caucasian?

DM: Caucasian.

PW: Was he hurt at all?

DM: He didn't seem to be. He was kind of holding his chest a little bit, but I think we all were! Yeah.

PW: Is that the only car that you recall around you when the earthquake struck?

DM: Yeah.

DG: How about behind you?

DM: They were all getting off the highway.

DG: The other truck?

DM: Yeah. Oh, no. No, the other truck stopped real fast and like, it swerved a little bit. Other than that, he was all right.

PW: When that structure came down through, what did you do? Do you remember?

DM: What I did?

PW: Yeah.

DM: As it was falling?

PW: Yeah.

DM: I just yelled my bosses name. That's all I could do. Then, we hit, boy, did we hit it!

PW: The next thing ... did you have time to brace yourself or anything like that?

DM: No, none. I went forward and hit the windshield.

PW: So, the truck impacted with what? The structure part of the freeway that came down, or ...

DM: Right, yeah.

PW: Did it stop suddenly?

DM: The truck?

PW: Yeah.

DM: Yes sir. It stopped quick, right now. There wasn't ...

PW: There wasn't a cab-over on the tractor, was there?

DM: Yeah.

PW: There was a cab-over?

DM: It was a flat-nosed semi truck and there was no sleeper on it or nothing. I mean, it was just a flat-nosed truck.

PW: Did you guys go forward with the cab, or ...

DM: Yeah, we did. The cab hit and we ... the top of the road hit directly below the windshield of the truck and that part of the truck folded, kind of like bent over this way, over the top of the asphalt. You could see where ... how it was bent.

PW: The top section was just below the windshield portion of the tractor?

DM: Right. Exactly. Then, the windshield came out and everything.

PW: You hit the windshield first?

DM: Yeah, with my head.

PW: Did have his seatbelt on also?

DM: No.

PW: You didn't have it on then?

DM: No, unfortunately.

PW: You said that you might have been hurt worse if you had it on?

DM: It could have been because of the impact that we hit with. With the seatbelts they got in the trucks, they just got the lap belt and the lap belt is just going to fold you over.

PW: How fast were you going at the time of the impact? Do you remember?

DM: It had to be about 55 miles an hour, 50, 55 miles an hour.

PW: That's a lot of speed.

DM: Yeah. Like I say, we had no time to slow down. It was there and ... we were just cruising right along.

PW: The only car that was that bluish Toyota. Did you see any other cars around you when everything subsided?

DM: In back of us, you mean? Like ...

PW: In back, in front or ...

DM: Well, the traffic that was coming up, that was travelling north on the highway, they all ... a truck had stopped back there, another tractor-trailer, and he was ... just kind of to get off the highway. It was an on-ramp and they used it as an exit to get off.

PW: Nobody got hurt behind?

DM: No, no.

PW: So, you caught the tail-end of the ...

DM : We were the last vehicle of the collapse.

PW: I think you were probably just past the 14th Street on-ramp.

DM: That's probably, you're probably right. You know it better than I do!

PW: Well, based on what you're telling me. How were you hurt?

DM: How?

PW: Yeah. Tell me your injuries.

DM: I got two broken toes, two fractures on the left foot, a fracture on the right foot, some cracked and broken ribs.

DG: Cuts and abrasions ...

DM: Cuts and abrasions everywhere, on the side ...

PW: I think you had cuts on your shin or something?

DM: Yeah. On both shins, on my side and right through here that are healed up. Yeah.

PW: You were initially taken to Providence by ambulance?

DM: Yes sir.

PW: Later transported to ...

DM: We were released, yeah, and someone came and picked us up.

PW: You ended up going to ...

DM: Yeah. Next morning I went and they took me to Valley Hospital because I couldn't walk. The shock had wore off.

DG: At Providence, they were pretty much just doing a ...

DM: Triage for the emergency, yeah. They didn't do any x-rays or anything there.

PW: So, the only other occupant of other vehicles you saw was that elderly driver in the Toyota?

DM: Yes sir.

PW: He didn't appear to be hurt, or ...

DM: No. When we got out of the truck, there was two guys in Army uniforms, two Sergeants. I don't know who they were or where they came from, but they were kind of like taking charge. You know what I mean? They weren't taking charge, but they were kind of like ...

PW: Helping people and ...

DM: Helping with the emergency situation. They were real good.

PW: They were wearing uniforms?

DM: There were in military uniforms; sergeants in the Army. And ...

PW: No idea what their names were?

DM: I wish I did, I'd thank them!

PW: What nationality were they?

DM: They were Caucasians, both of them.

PW: Two white soldiers?

DM: Um-hum.

PW: In uniform?

DM: In uniform. They were helping and they seemed to ... yeah, they seemed to have some sort of medical experience because the firemen ... the fireman handed him a medical bag and I'd like to thank them because they looked over everybody that they could see and possibly get to first-hand and to help out.

PW: Well, if we can locate them we'll definitely check into it. Other than what you described, can you at this time recall any of the motion of the freeway at the time?

DM: No. I really can't say I felt any motion at all. I mean, we were at the end of the 15 seconds I think.

PW: You said the only motion of the truck-tractor was like a slight swerve to the right?

DM: Yeah, a swerving to the right, to the right. We went to the right.

PW: How about back to the left?

DM: Yeah, we did go back to the left now that you mention it. Yeah! Because kind of like what happened ... what it seemed like to me is that when he went around the bend, the truck kind of swerved like maybe it hit a groove or something. Sometimes like they'll go a little bit on you. Then, you bring it back. That's about how it felt.

PW: You're indicating your hand to the right, right? It swerved first to the right?

DM: Yeah. It swerved to the right and it ... he looked like he might have gotten it under control and brought it back to the, ... in between the lines.

PW: That's right, left and did it go back right again?

DM: No.

PW: Did you feel any up and down motion?

DM: None, none.

PW: The first indication that the freeway structure was falling was the debris coming down from the top deck?

DM: The deck falling, yeah. I saw the decks falling. It was a massive sight!

PW: Were there any loud noises or anything like that that you remember?

DM: No. Because by the time I saw the street, we hit it and I wasn't much about hearing at that time.

DG: But you didn't hear it hit?

DM: I heard ...

DG: You wiped it out?

DM: Yeah. It was like Boom, boom, simultaneously. Yeah.

PW: How was your overall health before the earthquake?

DM: I was in good shape, real good shape.

PW: You hadn't taken any medication or anything like that or ...

DM: Since the accident?

PW: ... or alcohol prior to the earthquake?

DM: I don't drink.

PW: Do you have anything else you'd like to add, , that I did not ask you or that you might want to add to the investigation?

DM: Not really. I don't know.

PW: How did you people get down off the structure?

DM: The Fire Department had set up a ladder at the end of that ... that piece of structure from their fire engines. They set up a ladder and we climbed down the ladder.

PW: You climbed down on your own?

DM: Gingerly! Like I say, I was in shock. I really wasn't feeling the pain and ...

PW: How did you get out of the cab?

DM: We kicked the door open and popped out, jumped out.

PW: On your side, or on the ...

DM: On my side.

PW: Everybody came out of the passenger's side?

DM: No. and I came out of the passenger side and got out on his side.

PW: Then, walked to the edge or what?

DM: We went up onto the portion of the deck that fell. We didn't want to be underneath the other part.

PW: That was smart! Just waited for help from the top deck?

DM: We waited for the help because obviously someone was going to be coming?

PW: When you got up to the top deck, can you describe what you saw up there?

DM: A war zone?

PW: A war zone!

DM: Oh, there was smoke coming out from everywhere, black smoke, and people running around and ...

PW: Looking toward north.

DM: Looking north. People just hurrying around. All the people from the streets that live around the area there were all coming around. Yelling ... there were people yelling and screaming and trying to figure out what was going on.

PW: Did you see anyone trapped on the top deck at that point?

DM: No. But I did talk to somebody who came walking down there. One of the guys that was driving, he delivers packing cartons to ... I think it was

PW:

DM: Yeah. He was in one of the trucks there. He came down through there and he was saying that his truck had jumped up in the air and everything else and he asked us if we were all right. He was fine. We said well ...

PW: Did you notice anybody else coming towards your direction that were on the top deck?

DM: Several people.

PW: Several?

DM: Yeah. There was quite a few people. One guy was carrying a kid, and ...

PW: What nationality was he?

DM: Oh, I couldn't tell you. I mean, I was in ...

PW: I thought you might be able to recall something about ... there were several people running toward your direction?

DM: Yeah, kind of north to south. They were coming back, trying to get off the damn thing obviously. The cars in back that were on the highway still and hadn't got hurt or anything, they were taking the on-ramp and using it as an exit to go off the freeway and then go around. I just couldn't believe it!

PW: Do you have anything else to say?

DM: No.

PW: Really, thank you very much, because you have helped us a lot by telling what you remembered.

DM: I'm sorry I can't tell you more.

PW: I'm going to end the interview at approximately 1230 hours.

D-108, was interviewed by Investigator Paul Wong, #8736, on November 10, 1989, at approximately 0655 hours. The interview was conducted at Oakland. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

PW: Investigator Paul Wong, CHP

PH:

PW: could you state your full name and spell your last name, please?

PH:

PW: What is your current address.

PH:

PW: Your home phone number?

PH:

PW: That's in 415?

PH: Yes.

PW: Your date of birth?

PH:

PW: Do I have your permission to tape this interview?

PH: Yes.

PW: What's your job here at

PH: I deliver furniture for

PW: I'm going to take you back to October 17, 1989, the day of the earthquake. Before the earthquake struck, do you know which direction you were travelling in the van you were in?

PH: I was heading, let's see, northwest. I was just leaving from the warehouse dock, taking the truck to the yard.

PW: Where is that at?

PH: It's right out here in front of the warehouse, which is 24th, I believe.

PW: Just moments before the earthquake struck, what street were you on?

PH: That would be Cypress, I believe, westbound.

PW: West Cypress?

PH: West Cypress, right.

PW: Do you travel this street often?

PH: Yes.

PW: So, you were headed in what direction? Southbound direction?

PH: From southbound.

PW: How was traffic on West Cypress at that location?

PH: Traffic was fine. It was normal.

PW: It was normal traffic?

PH: Normal traffic, it was light.

PW: You said you came to a stop at the intersection of Cypress and ...

PH: West Grand.

PW: You were stopped there for the light?

PH: Yes.

PW: Were you the first vehicle or second vehicle at the intersection?

PH: First vehicle.

PW: You were in the lane closest to the freeway structure?

PH: Yes.

PW: You were planning to turn left under the freeway?

PH: Make a left turn, yes.

PW: What was the first indication that something was not right?

PH: Well, I was sitting in the truck. I had come to a stop and the truck started to shake. I wasn't sure if it was the truck cutting off, or ... I didn't know what was going on. I didn't know what was going on. I thought maybe the back door had jarred it's way loose and was coming up and maybe that caused the truck to shake. I looked around me and I didn't see anybody else moving or anything else like that. I happened to look to the left and saw one of the pillars of the freeway cracking. When I saw that ...

PW: But the first thing you saw after you felt the shaking?

PH: The first thing I saw, it may be a strange reaction, but it was the cracking of the pillars. I saw them cracking and then I was like ...

PW: Did you hear it crack?

PH: Well, I heard a loud crashing sound, boom! I wasn't sure what that was. That's when I thought the door had went up. I said the door wouldn't shake the truck like it was shaking, because the truck was shaking left and right real hard so ... after I seen the pillars cracking, I jumped out the passenger side of the truck, ran under the freeway into the warehouse. That's when I noticed that the whole Cypress Freeway had collapsed down.

PW: Did the structure collapse while you were still in the van?

PH: The section that I was in, above me at West Grand and Cypress, wasn't down. I just saw the pillars cracking.

PW: When you say cracking, could you be a little more specific?

PH: Well, I could say chipping, because rocks was coming out of it I guess. It was just collapsing down, pebbles and rocks were just slowly coming out and ...

PW: Did it bend at all?

PH: I didn't notice any bending.

PW: You're talking about the column that supports the upper deck?

PH: Correct.

PW: But you did notice the loose rock, I mean cement and stuff, coming down?

PH: Well, no. I just noticed something was hitting the truck real hard and I wasn't sure what that was, because I didn't look up and ...

PW: Did you know at that point that it was an earthquake?

PH: No.

PW: When you saw your truck being struck by rocks and debris, what did you do then?

PH: That's when I ... I figured it wasn't the truck. I came off the clutch and the truck came to a stall. I then slid over to the passenger side, which is away from the Cypress Freeway. I ran around the truck, under the Cypress Freeway and to the warehouse which is at the corner of ...

PW: You ran under the structure?

PH: I did, yeah! I ran under!

PW: You didn't know at that point that the Cypress Structure had collapsed?

PH: No, I didn't. As a matter of fact, from what I remember when I ran under the Cypress Freeway and turned around, it wasn't totally down. It was coming down. I could hear it collapsing in sections.

PW: On top of you, or ...

PH: No. I was already under the freeway and on the other side and that's when I looked back and I saw it going down and sections just collapsing in sections, boom, boom, boom! Then, smoke and fire.

PW: Let's backtrack a little. Were there cars next to you, to the right, at the intersection?

PH: Yes, there was.

PW: What car? Do you recall what car it was?

PH: I remember it was red. I'm not sure.

PW: What did that party do?

PH: He continued down the road.

PW: It drove off?

PH: Yeah.

PW: Did you see any other cars at the intersection that took evasive action or did anything unusual? Hard braking or anything like that?

PH: Yeah. One car that made the left turn before me was making a left turn from West Cypress onto West Grand and it got hit by ... I guess a pillar collapsed on it.

PW: Did he go on the green or did he just go because he felt the shaking?

PH: It was on the green. He had already made the light. I was ... see, he was in front of me before the light turned red and went ahead and made his turn.

PW: So, there was a car in front of you then?

PH: Yeah, but he had already made ... I was the first one. He had already made the green light before me and by the time I got to it, it had already turned yellow and then red, so I stopped. The car made it and went on.

PW: But did he go under it right when the earthquake struck, or before?

PH: I'd say maybe before.

PW: When you jumped out of your car, did you look at the structure again that was falling apart?

PH: When I jumped out of the truck, I did not look at the structure at all! It was like I was more panicking, trying to figure out what was going on because nobody around me was really panicking. I was just trying to figure out what was going on. So, I ran under and by the time I ran under the freeway and looked over, I heard this loud boom.

PW: Did you turn around and look over, or ...

PH: Once I got under and got back to this side, I looked back and I saw the Cypress collapsing in different sections.

PW: Where did it start collapsing? From the north end or the south end?

PH: I'd say from the south.

PW: From south towards West Grand?

PH: From south towards West Grand, yeah. But when I saw it, this section was just going down town and ...

PW: You're indicating it went down towards the south? Is that it?

PH: When ... when the freeway was sitting up, it was going down like this. In sections like this ...

PW: Forward?

PH: Forward, yeah.

PW: Did the whole top deck come down flat, or it just went down one section at a ...

PH: Well, the particular section that I saw, it didn't go all the way down flat. It had little gaps in it and then later on, I'd say about two or three minutes after that, you could see people climbing out.

PW: How many platforms from the top deck came falling down? Do you recall?

PH: No. I really don't recall that.

PW: You just saw that it came from the south towards West Grand?

PH: Yeah.

PW: Collapsing a section at a time?

PH: Section at a time. Some sections ... some sections remained upright and some sections fell.

PW: Did you see what the side support was doing at that time?

PH: I don't know. I didn't really pay attention to it.

PW: You just saw the top deck coming down?

PH: Coming down, yeah.

PW: What about the noise? Did you hear the noise?

PH: I heard a loud crashing sound, just like, it sounded like one boom like it all happened at one time. When I looked at it, it didn't. It was one loud boom and then after that, I heard a lot of screams, a lot of hollering ... help me! and stuff like that.

PW: What about the other cars that were around the West Grand area? Did you see any come to a stop under the freeway or anything like that?

PH: The only one I recall being under the freeway was the one I said was right in front of me that made the turn and the pillar crushed.

PW: Were you hurt from the incident?

PH: No, not personally, no.

PW: What did you do then, after you saw the collapse?

PH: Then, I kind of like panicked. I wasn't sure what to do. Then, I seen a lot of people saying it was an earthquake and then that's when I realized it was an earthquake that caused all this. I proceeded around the warehouse back to 24th where I had started at originally, I had originally started from here, and then the guys were ... my family was here and I made sure they were all right. I put them in a car and then I proceeded back to the freeway to help the people that were coming down. There were people coming down. We assisted them coming down on ladders and stuff. Helped them down so they'd be OK.

PW: Let me backtrack one more step here. Did you see the structures move at all, besides the collapse?

PH: When I was in the truck itself, when I said I saw the pillar cracking ... the support was cracking? It was vibrating a little bit, giving a little tremble as you know, the little pebbles were coming out of it.

PW: That was right at the initial start of the earthquake?

PH: Start of the earthquake, yeah.

PW: Did you see the freeway structure move sideways at all?

PH: No, I didn't too much. I was just ... the way I was sitting in the truck, I could just see ...

PW: Any other motion that you remember that the freeway caused?

PH: No, not really.

PW: When you were running underneath the structure, was the earthquake still shaking at that time, or had it subsided?

PH: It subsided.

PW: Then, once you ran past the freeway structure on West Grand, then you noticed the loud noise?

PH: Yeah.

PW: Then, looked up?

PH: That's when I saw the little things just ... like they was just weak and they couldn't hold no more and they just toppled.

PW: You say you came back to the warehouse here and then went back to help?

PH: Yes. I checked on my family. My family was ... I called my family to come pick me up. I checked to see if they were OK and they were all right. I set them in the car and told them I'd be right back, and I went back. I saw some people coming out from the lower deck of the Cypress and we helped them down.

PW: Someone said you and

PH: There was and I think it was ...

PW: What was his last name? ..

PH:

PW: Who else?

PH:

PW: Anyone else that went back with the ladders to help the people?

PH:

PW: What's the last name?

PH:

PW:

PH: Yeah.

PW: There's one more person, I think,

PH: I'm trying to remember. I don't do much remembering, too much happened to fast?

PW: ? What ... so all four or five of you went up in the ladder and helped the people down.

PH: Well, basically I was down helping them as they ... before ... when I went back, the ladder wasn't there yet. I just saw them climbing. They could climb down half the way from the cracked pillars, and by the time they got there, I just assisted. There was a lady and a man I assisted down. Then, from there, I started worrying about my mother and my other people, so ... my, my old lady was real nervous. So, after that, there wasn't ... we couldn't do anything else because it caught on fire. There was a fire and everybody was clearing out.

PW: What caught on fire?

PH: It was, I'm not sure of the section but it was on the freeway. The lower deck was on fire. I mean, smoke was coming everywhere and ...

PW: Do you know what caused the fire?

PH: I have no idea. There was a lot of fluid coming from the freeway, just dripping down. It could have been gas, I'm not sure, but once we saw the flames and stuff, everybody cleared out.

PW: Who really went way above and beyond the call of duty to help with some of the rescue from here?

PH: That I really recall ... from what I hear, it would be ..

PW:

PH:

PW: Both of them went to the top deck?

PH: To the top deck. Well, the lower deck actually. It wouldn't be the top. The ... but midsection of it.

PW: The section that fell down onto the lower ...

PH: Yeah. Because it was that little gap in between there.

PW: Did anybody crawl underneath the, between the decks?

PH: I'm not sure.

PW: But they did help a lot of people down.

PH: Yeah. I helped two and I believe they helped some more to come down and after the fire ...

PW: How was your general health before the earthquake? Pretty good?

PH: Yeah, it's pretty good.

PW: You hadn't taken medication or anything like that?

PH: No, I'm not on medication?

PW: You don't need glasses to drive?

PH: No glasses.

PW: Is there anything else you'd like to add, that I may have skipped over asking you? Anything you recall that might help us?

PH: No. That's basically about it, what I can remember right now.

PW: I really appreciate this interview. I'm going to end it at approximately 7:08. Thank you.



D-109, was interviewed by Investigator Rick Linson, # 9945, on November 1, 1989, at approximately 1545 hours. The interview was conducted at in Oakland. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

RL: Investigator Linson, CHP
WJ:

RL: Can you state your name for the tape please?

WJ:

RL: Basically, what I would like you to do is in your own words, just describe to me what happened on the 17th when you were driving down Cypress Street.

WJ: My car started moving right to left and at that time, I slowed my car down thinking I had a flat tire. I slowed down only to look up and notice the freeway crumbling. So, what I tried to do is move my car over to the far right lane to get away from the structure, and that's when I hit a boulder in the middle of the street. It stopped my car so I had to jump to the passenger side of my car, open the door and run to safety.

RL: Did you notice the direction that the freeway was moving in the quake?

WJ: It seems to me that it was moving right to left.

RL: Side to side?

WJ: Side to side.

RL: You say you looked up. Was there something that directed your attention to look up, or basically what caused you to look in that direction?

WJ: I heard a noise. First, from the other side of the freeway I saw things falling, concrete. Then, my car started getting sprinkled with pebbles and all kinds of cement pieces.

RL: Did you see anything fail in the structure itself?

WJ: It looks like the pillars snapped this way.

RL: Did you see that happen?

WJ: No, I didn't. It was right after it happened, I look up and that's what it seemed like. When stuff started falling, I tried to get away from it.

RL: Did you hear anything, if the pillars were to have broke, did you hear that?

WJ: No, I didn't.

RL: You couldn't assign a specific noise to it?

WJ: No.

RL: Do you travel that area regularly?

WJ: Pretty much, yes.

RL: On a daily basis?

WJ: Um-hum.

RL: Were you going southbound on Cypress Street?

WJ: Um-hum.

RL: You recall the cross street that you were at when this occurred?

WJ: I just turned off of Grand Avenue and I think it was around Peralta Street.

RL: Were there any other vehicles around you?

WJ: There were two trucks in front of me. Diesels. There were two diesels in front of me.

RL: Where they like furniture trucks or 18 wheelers or ...

WJ: 18 wheelers.

RL: Did they stop or continue?

WJ: They stopped.

RL: Do you know what the drivers of those trucks did?

WJ: One got out and he was just looking around. He said ... tells me there were people crushed up there on the freeway. I started looking around and he said we have to go get some help. I think that's what he did. I had to get home, because I wanted to check on my family. So, I grabbed all my things from my car and left and after that, that's when the emergency vehicles came.

RL: What was the time frame, in your opinion, from the time of the earthquake until the time you started seeing ambulances or police cars or any type of emergency rescue?

WJ: One police officer was running towards where I was at right when I was leaving, but I was gone before any fire trucks came. I just saw one police officer.

RL: Was he an Oakland Police Officer? Do you recall? CHP? County Sheriff?

WJ: I don't know.

RL: What color uniform did he have on?

WJ: It seemed like a dark blue or maybe black.

RL: Did you see his car?

WJ: No I didn't see his car, I just saw him running.

RL: Do you know if he had motorcycle boots on?

WJ: I don't think so. He didn't have a helmet or anything.

RL: How long would you say the earthquake was? The shaking?

WJ: Ten to fifteen seconds.

RL: Earlier on the telephone, you indicated that you thought you had a flat?

WJ: Right.

RL: What did you do when you thought you had this flat?

WJ: Slowed my car down, which was almost into the freeway. I was in the closest lane to the structure. I slowed it down getting ready to get out to check my tires but I never did open the door. I noticed right away the debris coming down, so I just tried to pull away from it.

RL: Anybody else in your car?

WJ: No, it was just me.

RL: You say you were alone? I'm sorry. You say you weren't injured?

WJ: Weren't injured.

RL: Did you see any of the structure fall itself?

WJ: No. You mean on to the ground or ...

RL: Either on to the ground, or the top deck, onto the second deck, or did you just see debris?

WJ: I saw debris. Then, after I pulled over I looked up and realized that the top had come down. I didn't actually see it moving coming down.

RL: It had already come down?

WJ: Uh-huh.

RL: I don't think I have any further questions.

D-110, , was interviewed by Investigator Jim Mengle, #7207, on December 4, 1989, at approximately 1304 hours. The interview was conducted at , Rodeo. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

JM: Investigator Jim Mengle, CHP
JR:

JM: Just state your name,

JR:

JM: back on October 17th you were driving your pickup truck. Is that correct?

JR: That's correct.

JM: Why don't you just briefly tell me what occurred.

JR: Well, as I was leaving work ...

JM: You work down on Cypress Street?

JR: No.

JM: Go ahead.

JR: I was going home. There was nothing unusual at the time. The last thing that I knew that happened is there was an earthquake, they told me ... my brother did. I was heading north in between 28th and 29th Street on Cypress.

JM: So, you had come, you had just left work on West Grand and you were on Cypress Street when the earthquake occurred?

JR: Yeah.

JM: Which direction were you going on Cypress?

JR: North.

JM: So, you would be on the east side of the freeway?

JR: Yeah.

JM: Where you headed for? Home? Here?

JR: Yeah.

JM: The truck you were driving was this

JR: Four-wheel drive, yeah.

JM: Four-wheel drive?

JR: Yeah.

JM: The color is actually green and white?

JR: Uh-huh.

JM: That truck belongs to you?

JR: Yes, it does.

JM: You're the owner?

JR: Yeah.

JM: Is the truck in good mechanical condition ... prior to the earthquake?

JR: Yeah, excellent.

JM: Do you know the name of your insurance company on the truck?

JR: is the people I talk to. I was under the risk ...

JM: Assigned risk?

JR: Yeah.

JM: Do you know which insurance company, as far as who is covering it?

JR:

JM:

JR: Yeah.

JM:

JR: Hell, I'd have to get my insurance form out for that.

JM: But you think it is? You think it might be

JR: Yeah.

JM: When you drive, are you required to wear glasses or contacts or anything?

JR: No.

JM: You have good eyesight?

JR: Yeah..

JM: Prior to the earthquake, were you in good health?

JR: I believe I was. I had no problems.

JM: How about seatbelts in the truck? Were you wearing your seatbelt?

JR: Yes I was.

JM: What kind of seatbelts are in the truck?

JR: I had just lap belts in it. I was doing a T-top job on it, so I didn't have the shoulder piece in it, but I had the lap belt itself.

JM: You were wearing that?

JR: Yes.

JM: Prior to the earthquake, were you taking any medication or drugs or alcohol?

JR: No.

JM: You'd had nothing to drink that day?

JR: No.

JM: How often would you say you travel this route?

JR: Well ...

JM: Daily, would you say?

JR: Oh. Daily, everyday.

JM: More than once a day?

JR: Oh, a lot more than once. I travelled it so much that you get used to stuff falling off the top of that freeway.

JM: So, you were going north on Cypress Street. Was it your intention to get up on the freeway, or to come north on 80 then?

JR: To go eastbound towards home in Rodeo.

JM: Can you tell me how the traffic conditions were that day, as far as how heavy the traffic was? Would you say it was light, moderate, heavy or unusual or ...

JR: I really wouldn't have an idea, to tell you the truth. Because I was in the yard. I'm a mechanic.

JM: I mean when you got out, when you were driving.

JR: I couldn't even see the freeway. There was no one in front of and there was a car alongside of me. It looked light.

JM: It looked light to you then?

JR: Yeah.

JM: Normally that time of day, do you usually leave around the same time?

JR: No, that's what is weird. I'm usually at work until around 9 o'clock at night.

JM: How many lanes are there on Cypress Street?

JR: Two lanes.

JM: Two lanes. Which lane were you in, the left lane or the right lane?

JR: I was in the left lane.

JM: About what speed do you think you were going?

JR: Oh, probably 20 miles an hour. I just left a stop sign.

JM: You just made a left turn?

JR: Yeah.

JM: You made a left turn from what?

JR: From 28th Street onto Cypress.

JM: Cypress. Were you the only one in your vehicle?

JR: Yes.

JM: So, when the earthquake began, you were about at 28th and Cypress then?

JR: I was in between. I was midway between 28th and 29th on Cypress.

JM: Do you recall anything about the cars that were on Cypress Street that were near you at the time of the earthquake?

JR: No. What I recall happened first was my front end of the truck wiggling real bad. I figured it was a bearing went out in the four-wheel drive unit, because I was having a little bit of a problem with that. But that was nothing compared to what the wobble was.

JM: The front end of your truck, was it wiggling back and forth?

JR: Yeah. Like if you were about ready to lose a front tire.

JM: Like it was way out of balance?

JR: It was like a shimmy.

JM: A shimmy? What did you do then at that point? Did you slow the car down?

JR: I looked over to my right to make sure the blue car wasn't alongside me anymore and after that, I heard a noise. I thought it was a gravel truck up above, because little bits of gravel started falling down on my truck. I thought, "Oh, Boy!" Now the gravel truck wreck up above.

JM: You mean you thought it was coming from the freeway?

JR: Yeah, up above.

JM: So, you noticed some gravel falling on your truck?

JR: Yeah, little bits and fragments of cement.

JM: Then what happened?

JR: I turned to look up and I got struck on the head by something. It must have been a big chunk of cement.

JM: So, your car, your ...

JR: At that moment, I was still moving. Then, all of a sudden, I was stopped. It was like I was getting buried. I thought I was getting buried by a gravel truck.

JM: Were there any other vehicles around you that got struck also? Did you notice?

JR: No, not actually in my block. I noticed.

JM: There was nothing ... how about ... did any cars come off of the freeway around you, down that you notice?

JR: No. There was just something on fire above me.

JM: You could see smoke above you?

JR: Yeah, black smoke.

JM: How did you get out of your vehicle then?

JR: Well, my brother assisted in getting me out. He came down maybe about three, four minutes later because we had just talked and spoke and I was supposed to be coming back to work. Then, he seen me take off. The earthquake hit and he figured that I might be down there on Cypress. Because the freeway ... he heard the freeway collapse. It was up and then it was down. He thought about me and he went down to check it out.

JM: So, your brother, that's

JR: Yeah.

JM: He heard this from West Grand, right there where you work?

JR: Yeah. He was on the front porch talking to another truck driver. He's a mechanic there at that Transport.

JM: So, that's where he was. He came over and helped you get out of the truck then?

JR: Well, he came over to make sure that maybe I wasn't there. If I was, he was going to see ... he was curious. He found my truck there. He checked me out and assessed the situation and then went back to the yard and got some tools, a hacksaw, tin snips, and whatnot, and started to get me out. After he took off, a couple of black gentlemen arrived and a fireman arrived and he didn't have a hacksaw or anything which is unbelievable!

JM: Who, the fireman?

JR: Yeah.

JM: So, my brother was back probably in about seven minutes. It didn't take him very long. They started cutting away. They had to cut the top part of my cab out. It was sitting at my chest level. Then, they cut the steering column. They ripped the dashboard part off, the plastic part of the dash where the gauges are, by hand, because it was sitting down at my knees.

JM: Did these black gentlemen help you?

JR: Yeah. It took three of them to pull up on the steering wheel once they cut the column apart to get me out.

JM: Do you recall their names or anything?

JR: No, there were no names given. I don't even know who the fireman was.

JM: Were you conscious at the time this was going on?

JR: Yeah.

JM: So, once you got out ... the steering wheel had you pinned in? Once you got out of the car, did you go to the hospital?

JR: Well, when I got out of the truck they had to carry me over alongside the freeway, over ... like next to the container yard. We sat there for about five minutes. My legs were real tingly. I couldn't walk then. After that, me and my brother decided that we'd get up and walk back to the yard and then call for an ambulance there. They didn't have any medical spots set up yet at all. By the time we got back to the yard, I would estimate 10 minutes afterwards ... which when we got there ... there was a unit set up on West Grand and Cypress. So, we walked down there.

JM: Is that where you got the ambulance?

JR: Yeah.

JM: Do you recall the name of the ambulance company?

JR: No, I ...

JM: Allied? Allied Ambulance or Acme Ambulance?

JR: I would have to check my records on that.

JM: So, you went in the ambulance to the hospital?

JR: Yeah.

JM: Where did you go?

JR: I went to St. Rose which ... they told my brother I was going to Providence. I don't know if it was because they had the San Leandro address, they took me out there to St. Rose.

JM: So, you were treated at St. Rose?

JR: Yeah.

JM: How long were you at the hospital? How many days?

JR: Until the 20th I believe. Friday the 20th is when ...

JM: Can you tell me the extent of your injuries? How were you injured?

JR: I had a compression fracture, a fractured vertebrae.

JM: Do you know which one?

JR: No, the doctor has never told me yet. I just know it was ... well, it's cervical if that makes any difference. It was in the neck. Lacerations and cuts and bruises.

JM: Where were your lacerations?

JR: On top of the head. There's about a three inch scar.

JM: Bruises and ...

JR: That's basically it.

JM: You were the solo occupant in your truck? There was nobody in there?

JR: Yes.

JM: You described a car that was next to you. Was it ...

JR: It was a small blue car. It could have been a Celica or a Honda or ... I really did not pay attention at the time, because there was nothing to pay attention to.

JM: It was on your right side?

JR: Yeah.

JM: You don't know what happened to that car or anything?

JR: No, I don't.

JM: Again, describing the motion of your vehicle during the earthquake, you said that the front end was shaking. Would that be shaking side to side?

JR: That's what it felt like. It would be like if you had a loose tire or a loose rim. It was going to fall off ... it was just like a loose tire.

JM: The first indication to you that something was wrong was the fact that you started to see rocks and cement come down on your ...

JR: Well, I didn't even know then what was happening.

JM: Did you see any of the columns at all shaking or anything?

JR: No, no.

JM: So, the first indication to you that, like you said, was that there were small pieces of rocks coming down on ... so you couldn't describe the motion of the freeway structure, what it was doing during the earthquake?

JR: No. Even after it was over, as far as the quake stopped shaking, I didn't know that top deck was down.

JM: So, you went to St. Rose Hospital. How did you locate your truck later? How did that ...

JR: I'm not sure if the manager of the hospital located it for us, or what the deal was there. My brother would have a good idea because he was the one that took care of locating the truck afterwards.

JM: But you have a picture here somewhere that has A&B Towing that ...

JR: Oh, yes.

JM: How is it that they brought the truck back to your yard there? Do you know the story on that?

JR: Well, they took it from the site of the wreck to their storage yard. My brother, when he finally found out where it was at, went to the storage yard to check the truck out. He noticed that the tool box that I had in there was missing and a lot of other things were ... it was gone through real bad. All the paperwork and all the pink slips and that were in my

truck.

JM: Where was the tool box in the truck?

JR: It was up toward the front, pinned in by that 15 foot guardrail beam.

JM: I mean was it in the front seat originally?

JR: No, no, no. This is a big top box. It weighs like almost 300 pounds.

JM: Oh, you mean it was one of those boxes that fit in the back of ...

JR: Yeah, you can see a little red portion of it right here in the photograph.

JM: It's one of those things that fit in the bed of the pickup?

JR: No. This is one that would set on top of another tool box, a rollaway.

JM: So, that was in ...

JR: The very front.

JM: That was in the front of the bed?

JR: Yeah.

JM: So, that was missing?

JR: That was missing, and ...

JM: What else was missing?

JR: Oh there was other things. I'd have to get my list out.

JM: So, when did you have the truck towed back down to your work location there on West Grand?

JR: We in a hurry here? Because I have a receipt for it.

JM: Fine.

JR: Just got to find it in my messy files. It was right under my nose the entire time! Let's see. 10/20 was when they released it.

JM: October 20? Your brother went down, huh?

JR: Yeah.

JM: , that's your brother?

JR: Yeah.

JM: So, he got it on October 20th about 5:18 P.M?

JR: Yes. That's when he got it. Date towed, they have 10/17 which I don't believe is the correct date. As far as the pictures go you see in the paper, they have ... they were in daylight and when that earthquake hit, it was 5:04 and it was, I guess it was still light out. I just don't figure that, as far as, enough time to get there and do that ... they might have. But the one picture that we're looking at, this personal picture, was taken by a work associate, was that same night. That was as early as he could get back to do that.

JM: So, you have no idea when it was taken from around the structure there?

JR: No. I was surprised to even see it taken in all these different magazines and papers.

JM: What's your home phone number here,

JR:

JM: That's 415 here?

JR: Yes.

JM: So, in addition to your brother then, there was a fireman there that assisted in getting you out of the vehicle?

JR: Yeah.

JM: But you didn't get his name either?

JR: No, I didn't. When he got done there, he was moving on. They were all surprised to see there was someone alive in that, where my truck is.

JM: That's all I have then, I'll turn the tape off at 1320 hours.

D-111, was interviewed by Investigator Sally Mitchell, # 11092, on November 6, 1989, at approximately 1410 hours. The interview was conducted at , Hayward. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

SM: Investigator Sally Mitchell, CHP

JD:

SM: If you can go ahead and tell me what happened, start with about 5, 10 minutes before:

JD: Approximately 10 minutes prior to the quake, I was at 1900 block of Broadway and my next appointment was at . I parked my car 20th Street and Broadway, and when I got out, I saw I was at 22nd Street and West Grand. Not knowing Oakland very well I thought, well, if I took West Grand it would take me into Grand. So, I got on West Grand and went, and then I found myself at the end of the street. One way said San Francisco and other way said Oakland. So, I thought well I should go and turn around and come back and take the Oakland side. I know there is a Grand Avenue off the freeway.

SM: So, you were then, you were westbound on Grand then, is that right?

JD: I was coming back toward Oakland, I had gone and turned around.

SM: So, you had already turned around so you were facing eastbound on Grand?

JD: Right. Then, I had the light against me and I was waiting for the light to change to make my left turn. As you can see, I was in the far left lane. All of a sudden I heard this big rumbling, the car was shaking and first I thought something had hit me from the back, but I did not feel the jerk except I felt all of this concrete coming from above on top of me. So, the only other thought that came to mind was a truck had fallen off the bridge on top of my car, because I saw all the debris from the concrete and this big pillar, about 20 tons, had dropped and hit my car. Luckily, it did not hit the center of the car, it hit from the drivers side and if you had look at picture, you see that is smashed below the tire of the car.

SM: So, it hit at an angle on the left-hand side of the car, more onto the engine compartment rather into the passenger compartment.

JD: Right. But then the smaller pieces of concrete just kept coming down and that is what smashed the car from the top, and I kept going lower and lower into my seat hoping, Lord, when will this stop, and finally, it stopped, it seems. Not knowing what had happened, I started feeling my legs because by that time I could see my sun roof, I could see through the sun roof of the car, and I thought I better try to get out of this car through the roof before the car blows up. I still didn't know what had happened. I had felt my legs and I felt I could move them, and I started

easing my body up slowly, got up and stood up over, the car was so low by this time, my chest was higher than the car. When I looked up, I couldn't see anybody, I couldn't see anything moving, no traffic, no people, and I thought I remembered this old movies, "The Day the Earth Stood Still". It came to my mind, and I thought, am I the only one alive, because there were no people moving, no traffic, and then I jumped out of the car.

SM: Through the door or the sun roof?

JD: Through the roof, the sun roof. Then, the people who apparently had been stopped, because of this loud sound of the quake and the crumbling of the bridge, came toward me, "are you all right, are you all right?", still not knowing what had happened I asked them, "Well, what happened?", and then I was told there had been a serious earthquake, look, the bridge collapsed. When I turned around then I could see the impact of when the... this big pillar had fallen on my car and all the other cars. So, it was the first known fact of a serious earthquake after the people told me, but I felt a serious rumbling of the car, moving, and I mean it was, I thought earthquake was just two, three minutes and this thing would be finished, but the car was moving, shaking.

SM: How was it, up and down, back and forth, side to side?

JD: Well, it seems that it was front and back, as though you were between two very strong shakers, pushing you back and forth. But, I couldn't notice, any, anything happening to my back because all the debris was, all the stuff was falling from the top, and then of course this big bang, of this big concrete falling.

SM: Do you recall whether you looked up at the time that you heard the rumbling, did you see actually any of the structure sway before it came down on you or was it just suddenly, it just came down?

JD: It was very sudden. The impact was very sudden. I don't think anybody had any kind of warning symptom, under those conditions.

SM: Can you estimate the time between when you first felt the shaking and the time that that pillar fell down, was it ... how ... what kind of a time span, a couple seconds, ten seconds?

JD: I would say, everything happened within 10 seconds, because at first, I think I felt some smaller pieces, OK, immediately after the bang. I felt some smaller pieces and I knew something had hit my car, this is why I kept going lower and lower. But then it was also this bang, now, I'm trying to fix in my mind whether the bang and all these pieces came down at the same time but I think they were two different sounds. So, I think after the first impact of the smaller pieces, and by smaller pieces I mean you know probably some of them were like half the size of my body.

SM: Chunks.

JD: But I knew the big piece that fell was perhaps by itself. I could not distinguish between the rumbling of the quake and that sound the falling.

SM: But the pillar fell after the smaller pieces?

JD: Yes.

SM: Do you travel in this area very often?

JD: No.

SM: You were the only one in your car, so that's ...

JD: Yes.

SM: You were stopped, so you didn't really have time to do anything, you couldn't really move forward, backwards?

JD: No. I was waiting for the traffic light.

SM: Nothing. Did you see any other vehicles around you get damaged, or what happened to the other vehicles that were right there in your area?

JD: After the quake? Yes, after I got out of my vehicle, I knew there were at least vehicles that apparently had fallen off the top, there was a truck with a man that was instantly killed, I think the cab separated from the truck, and as I was told, that man's vehicle was carrying some liquor, champagne, or something like that. There was another vehicle I think with two people, few feet away from where that truck had fallen off. I assume they also fell off the bridge. I assume. We were trying, together with a number of other people that came on the scene, to try to take those people out because they seemed to still be alive.

SM: What kind of car were they in?

JD: You know, I don't remember, it was a smaller vehicle to the truck, I know it was not ...

SM: Now this would be on the east side of the freeway, toward the Oakland side?

JD: Yes. Toward the Oakland side. I didn't even go on the other side. Then, I remember vividly there was a lady, an Afro American lady that had a lot of blood all over her, and I was trying to take my jacket to put, to make a pillow so that she would lie on the sidewalk until the ambulance or the police came. But then a lot of other people came to help also. Something puzzled me because even after the ambulance came to the scene, that lady, apparently was one of the, they still had not taken her to the doctor, I don't know whether she was in one of those vehicles that had fallen, or where, how she got hit, but she was one of the first that I saw bleeding. I think the information that I got, because I did ask when will they take her to the hospital, and they were trying to get some of the people out of the vehicle who was dying or something like that. Maybe they did not consider her case to be as serious or as urgent, because she was not in a vehicle or, but she had not, and I mean this was for more than an hour after the earthquake.

SM: Now, was she walking around on ground, Cypress Street there?

JD: Yes. But I don't know whether she was walking and something hit her, I don't ... the circumstances, but she was one of the first wounded that I saw.

SM: What other description can you give me of her, about age, weight?

JD: She was young, in her 20s. She was an Afro American. I did see them, I remember a man had another man on his back. Apparently he had been pulled from either the upper deck or the lower deck. Whether his car had fallen off or not I don't know, but he was bringing him to ... because apparently the ambulance, the stretchers from the ambulance had been parked on the left side of the road as you look from Oakland side towards Cypress. So, they were bringing, trying to bring all these people there to put them on the stretchers. Oh, all the buses had been stopped. There were about nine or thirteen buses, these AC Transit buses, lined up in that line, they couldn't move. They were making one lane at least for the fire truck and the ambulance. What I did see, just about a block away from the, from where we were, there was smoke and people were afraid that a fire had broken out on the bridge, but I didn't see any flame, I saw a lot of smoke.

SM: A block away from you but on the, on 880 itself, on the Cypress structure

JD: Yes. On 880, yes, there was lots of ...

SM: Was it coming from the bottom deck or the top deck?

JD: On the top, I thought, I thought it was the top.

SM: Would have been a block, going toward San Francisco or going back the other direction toward ...

JD: Yes. Toward San Francisco side. I was actually concerning myself with just that little, because there was so much to do, just in that little area. So, many people were coming into the area. That's where all the police and fire trucks, it seems, were coming. Maybe, they were going someplace else, but I thought, but it took about 15 to 20 minutes before I saw the first ambulance. Everybody was asking, "Did somebody call 9-1-1?". I walked from that place in a daze for about three blocks toward the Oakland side, looking for a pay phone to make a call. I finally found one, there was a long line, and the phone was not working. OK. But that was probably even a half hour to an hour after the quake. So, I don't know if any of these people around with offices had a phone that could work. But, everybody was asking the other person, did, and that was one of the reasons I wanted to get back to my car, because I had a cellular phone in my car. But the police would not allow me to get back, and I only realized that I had left everything in the car about half an hour after. I mean, I jumped out of that car. I was afraid to go back there, again.

SM: Were you injured at all when the concrete fell on your car?

JD: Not really. I had some scratches in my head. The only thing that I noticed for about six evenings straight, I had headache. Every evening, always evenings, and by daytime, I was taking the aspirins and trying to sleep. But for about a week, I could not do anything effectively, at my office. Here at my real estate office. I, as you know, am connected with and their office is two blocks away from here Civic Center. I mean, I guess I was just disoriented. I just didn't, I was not sure, if you go out there what's going to happen to you. Today. I just took a customer's car to have it installed right in Hayward at While I was there, one of these trucks that sell food, it was like a little travelling restaurant, came in and made a loud noise. I was just getting out of my car, and I jumped. I mean, it was just a natural thing, just the sound of that truck blowing a horn. Man it's ridiculous.

SM: No. I think its fairly normal. From people I've talked to and think it's fairly normal reaction. Did you have headaches, do you normally have headaches or were having any headaches before?

JD: No. (Inaudible).

SM: Did you see any doctors for your injuries or headaches?

JD: No. I (inaudible).

SM: Are they beginning to go away?

JD: Yes. I think now, first of all I need to stay at work, I need to keep my mind occupied, and I don't want to go anywhere where anybody gonna tell me I need to stay 2 or 3 days in the hospital. I got a family to take care of and I just can't afford it. But I don't think it is serious enough that I need to go see a doctor.

SM: Well, I think it would be a very normal reaction, after looking at the close call that you had, to start feeling a little bit of stress. Did you notice, well, we're also trying to do in this study is to, there were a lot of people there that did a lot of heroic type things, going up and pulling people from the bottom deck and rescuing people. Did you notice anybody in particular that you ...

JD: Yes. This lady who took these photographs, her name is and she works with. her last name is first name is

SM: The last name is

JD: She was one of the first persons that came toward me. She had been driving a pickup truck and apparently when the earthquake occurred, they were stopped on the opposite side of the road. When I jumped out of my car, she was one of the first persons that came toward me. I know this lady was helping, because she had I think an emergency kit in her car (inaudible), and she was helping to pull some people out of the vehicle and I think the police even took her emergency kit to use until they got more supplies. So, she was there and she

actually witnessed the whole ...

SM: A lot of it.

JD: Yes.

SM: Do you have her address? Is that her return address on there?

JD: Yes. , CA
and the zip is 94546. She mailed me one of these pictures she had taken.
Fortunately, she had her camera in her truck.

SM: He handed me four photographs taken of his vehicles, as well a picture of the structure itself and another vehicle. The truck that appears to have fallen off the structure.

JD: She, it was very difficult for us getting out of that area. As you know, the police would not allow anybody to get out, and finally she told them she had to take me to a doctor. The, there was one gentleman in civilian clothes, obviously working with the security people and he went and talked with the police and they let us use that lane that the ambulance was using.

SM: To get out.

JD: To get out, but this was like about, we didn't get out until after 8:00 o'clock that night. I mean, nothing could move and she was trying to plead with them a long time prior to that. They said, no, nobody could move, not even those buses could move, they were afraid. I think in the beginning nobody knew the condition of the city. The first thing, when I finally became conscious of the fact that I had left my keys and my briefcase in the car, and wanted to go back and retrieve, at least my bunch of keys, because it had my house keys, my office keys, the real estate office, my (inaudible). The police said no, we cannot allow you to go to your car because it might explode. Later on, when this lady tried to get me out, she went to the police and they told both of us we don't know the conditions of the road. Finally, when this gentleman went to intercede on our behalf to get out. I said it was probably around 8:00 o'clock, he told us to wait, I was already sitting in the pickup with this lady, and he told us to wait. They would go and call on radio, because she said she would bring me to the hospital in Castro Valley near my home. They went to check to see if the hospital, Eden Hospital, I remember, could receive me. If the road were passable for her to get there and the hospital could receive me. So, I don't think they, they were quite sure what condition the entire city was in. We got out of there we might not be able to pass, or get on the freeway. I think that is what gave rise to this long period of time that everybody had to stay there.

SM: Did you see anybody else, you were there then a long time ...

JD: Oh yes.

SM: You had mentioned earlier to me before we started tape that you observed some people, here, stealing things.

SM: Describe them?

JD: Yes. I could not see. But this lady told me after we were enroute that they were even taking things, she saw some people even taking things from this dead man because we knew that man was dead. But I didn't even worry about what was in my car, but people stealing from the dead, everybody should try to help in this kind of situation. But she said these people they are even stealing, taking the man's wallet from his person, not just from the truck, from his person, but I didn't see that, this is what she told me. But I did see one or two other men who were toting people on their back. Apparently, who had either come from the structure above, how they got them, but they were toting them on their back. Apparently, these people could not walk, whether their legs were broken or not, and bringing them over to that place where all the ambulance and the stretcher has assembled. But I don't know any of these people. Now, there was a photographer, and I did not know he was a professional photographer, but I saw a man with his camera on his neck and I asked him if he would take a picture of my car and I gave him my business card, and it turned out to be this gentleman.

SM: He's handing me a letterhead of St.. Oakland, 94612, telephone number (signed by a , and enclosing photographs of Mr. vehicle. Two excellent 35mm photographs. Perhaps what we may try to do, is get copies of the negatives from the photographer because they certainly show the position of your car in relation to the column that fell down.

SM: Also, there's another picture of his vehicle in the special edition San Francisco Chronicle, this is the evening edition dated Wednesday, or the morning edition dated Wednesday October 18, 1989, the one with the big headline, "EXTRA EXTRA, HUNDREDS DEAD IN HUGE QUAKE", and on the first page there is a photograph of his vehicle. In fact I believe it's the same, nope, not quite. It's not the same photograph as [redacted] took, but it appears to be very, very similar except for the police aren't standing in this one. For about 12 hours prior to anything happening, had you consumed any alcohol?

SM: Do you take any prescription drugs, medications, or anything?

JD: No.

SM: Do you have any vision restrictions, did you wear contacts, glasses at the time?

JD: Glasses, I had my glasses, my glasses were in my bag.

SM: You still had them? Were they knocked off during the impact, or do you still have them?

JD: Well, they were in my bag, I don't need them for driving, but I need them for something else, can't afford, I have to use a magnifying glasses.

SM: So, you just need them for small print, reading and things like that?

JD: Yes.

SM: Do you consider yourself to be in good health?

JD: Yes.

SM: Prior to all this happening?

JD: Yes.

SM: Your vehicle is now still at A & B Tow?

JD: Yes.

SM: It's a total loss?

JD: Yes.

SM: Or have you just signed the pink slip over to them?

JD: I haven't even signed the pink slip, not yet.

SM: At this point we're going to conclude the interview.

D-112, was interviewed by Investigator Paul Wong, #8736, on November 9, 1989. at approximately 1324 hours. The interview was conducted at San Francisco. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present:

Identification:

PW: Investigator Paul Wong, CHP
PB:

PW: can you state your full name and spell your last name, please?

PB:

PW: Do I have your permission to tape this interview?

PB: Yeah.

PW:

PB: Yes sir.

PW: What is your date of birth?

PB:

PW: Your driver's license is

PB: That's correct.

PW: Your home phone?

PB:

PW: What do you do for a living, sir?

PB: Well, I do some property management and I also remodel buildings here in San Francisco.

PW: I'm going to take you back to October 17, 1989, the day of the earthquake. I'm going to backtrack about five, ten minutes before the quake occurred. Do you know exactly where you were at that time?

PB: Well, probably ten minutes before the quake I was at the Apollo Carpet Warehouse which is ...

PW: In Oakland.

PB: Yeah, just on the other side of the freeway from where I ended up, within about three, four blocks.

PW: When you got back in your vehicle ... I realize you were on Cypress, East Cypress Street?

PB: Correct.

PW: Where were you going at that point?

PB: Well, I was not familiar with exactly how to get on to the freeway, to get back to the Bay Bridge, to go back to San Francisco. So, I realized that ... I found out, I asked somebody what I had to do. From where I was, I had to go under the freeway, make a left onto West Grand. Then, I think I had to go up a couple of blocks and there was an on-ramp that snakes up around there to get you up on the freeway.

PW: You were planning to enter Interstate 880 from Cypress?

PB: Yes.

PW: You were going back to where?

PB: I was going to go back to San Francisco.

PW: You don't travel this route often I assume?

PB: Well, I've been on the ramp coming into Oakland that way, but I don't usually go back that way. I mean, I do end up on 880 but I get on near the Chinatown area.

PW: Are you familiar with that area where you were?

PB: To a certain extent. I've been through that area numerous times. My accountant has an office in Oakland and that's why, that's how I ended up going through it.

PW: You were travelling in the northbound direction on Cypress, towards Berkeley?

PB: Yeah, it was towards Berkeley.

PW: How was traffic on Cypress Street at that time?

PB: It was dead, it was dead.

PW: By that, you were the only vehicle within what?

PB: Well, I was the only vehicle that I was aware of. I think there was another one that was coming into the intersection in front of me. It was a red light and I wasn't really paying that much attention.

PW: You said intersection. What intersection was that?

PB: I was at the intersection of Cypress and West Grand Avenue. On Cypress, at a red light, waiting to make my left turn onto West Grand.

PW: How many lanes were in your direction of travel?

PB: I believe there are three lanes there, it's either two or three. I know there's at least two and there might be a third lane on the right, but I'm not ...

PW: Was this a two lane roadway that you were on?

PB: No. It was a one, a one way in that direction. So, I think there was probably two lanes of traffic and then a curb lane where cars could park. I guess ... that's a guess, but I'm pretty sure.

PW: What lane were you in?

PB: I was in the lane closest to the freeway and I was adjacent to one of the legs of the freeway. I could actually look out my window to the left and see one of the legs, and I could probably just about touch it. I was three or four feet from it I guess.

PW: Do you recall how fast you were going at that time?

PB: I was at a dead stop.

PW: You were stopped?

PB: Yeah, for the traffic light. I was waiting there probably about 20 seconds at the time.

PW: You were the only person in your car?

PB: Yes sir.

PW: What was the first indication something was wrong to you?

PB: Well, the van started swaying from left to right.

PW: How bad?

PB: Well, it started with a small swaying, I kind of didn't pay too much attention, just something kind of strange happening. Then, it started swinging pretty strongly from left to right.

PW: How many times did you feel the side to side motion?

PB: It was a number of times and I would say at least three times, and it might have been four or five.

PW: At that time, did you realize that it was an earthquake?

PB: Not really. I was confused because as this was going on ... the windshield on a Volkswagon van is pretty big. I could see right above me that the freeway was swaying out over me. It was actually swaying out in the same motion that I was experiencing.

PW: So, when your van swayed to the left, the ...

PB: To the left. When the freeway swayed to the right, the van was swaying to the right. I also felt that the leg to my left was moving but it was hard to say, because I was really looking more down the length of the freeway and above me. So, out of the corner of my eye, my peripheral vision to the left, I thought I was detecting some motion of the leg. But it's kind of hard to tell because the van was also moving. I might say that my peripheral vision is pretty good. I play a lot of basketball and I've got very good sideways vision.

PW: Were there other cars stopped alongside you on the way?

PB: Well, I don't think there was. I'm pretty sure there wasn't. The reason I say I don't think there was, was that the carpeting that I had just picked up at the _____ was a 12 foot roll. It was a big roll and it was sitting right across the front ... from the back of the van ... it went all the way to the back of the van and all the way to the front windshield and blocked all the windows on the right hand side. It just fits in there because the _____ is about 12 feet. You can just squeeze in that 12 foot roll.

PW: When you realized the structure was moving from side to side also, what was the next thing that you observed in front, or on the structure?

PB: Well, to go back for a minute, I wasn't clear whether it was an earthquake going on causing the freeway to disintegrate, or the freeway was disintegrating causing a vibration in the ground. See, I was so close to it. I was so close to a leg that it hit me that maybe the freeway, it looks like the freeway is coming apart, and that that is causing the vibration in the ground and causing my van to shake. Because the freeway is so massive that I imagined that it could cause the ground to shake. As a matter of fact, it did when it hit. When it finally impacted, I felt a tremendous impact.

PW: Did you do anything at that point? When you saw the freeway ...

PB: When I saw the freeway sway over me, I had an absolute, incredible rush of terror. I was ... I looked up there and my reaction was "Oh, My God, I'm going to die!" I mean, I ... to the bottom of my heart, I felt that I was a dead man because the thing was massive and it swayed right over my head. I couldn't believe that it was happening. I ...

PW: The freeway structure?

PB: The freeway was swaying. It swayed about ...

PW: You mean about from the top deck?

PB: The top deck swayed out. What I saw was the top deck sway out over me, like it swayed back and forth about three times.

PW: How far did it sway from its line of ...

PB: I would say ... It's hard to say because the van was also moving, so you've got ... I'm on a moving platform. But it appeared to sway out over my head. It seemed like it swayed out three to four feet anyway.

PW: You were what, about three to four feet from the side support structure?

PB: Right. That's correct. It seemed to sway out right over my head and then it swayed back and then it came back again. Then, while it was happening, each time it swayed there was a crunch. It was a very clear crunching sound. I could hear "Crunch!" "Crack!" "Crunch!". It was kind of ... it was the sound of concrete cracking. It was a very brittle sound of rock kind of fracturing.

PW: How many times did you notice it sway back and forth again?

PB: I thought it swayed back and forth about three times. I thought it went "Crunch", "Crunch" ... it either swayed twice or three times and it went "Crunch", "Crunch", "Crunch", "Kaboom" or "Crunch", "Crunch" ... actually, the "Kaboom" was a lot louder. It was the loudest sound I've ever heard in my life.

PW: Did it start swaying to the left or to the right initially? Do you remember?

PB: I don't know. I thought it swayed over me first. My first perception was that it ... but it could have gone the other way first and then come back over me. I would not have seen it sway the other way that much. It was more visible when it was over me.

PW: Do you know if any vehicles on the surface street, city street, at that point did anything unusual?

PB: No. As I said, there was only one vehicle that I was aware of in the intersection and it was a car that ended up having its front, another block of concrete fell on it and crushed the engine compartment. It narrowly missed the driver's compartment.

PW: Do you recall ever looking ahead on the freeway structure?

PB: Yeah. I was looking down at about three or four blocks, yeah.

PW: What was the structure doing at that point?

PB: Well, as I said, the freeway was swaying out.

PW: Sideways?

PB: Sideways. It seemed to me that the shock wave would ... as I later put it together, it was hitting at an exact 90 degree angle. It didn't seem to me ... I heard reports that it was coming from, that it was a ripple kind of a snake like effect that was going along the freeway. I didn't ... that's not the way I perceived it at all.

PW: You didn't perceive it ...

PB: Absolutely not. My van was rocking definitely from a left to right and right to left motion back and forth. That's what I perceived the freeway to be doing.

PW: Did you perceive any up and down motion?

PB: No.

PW: It was mostly side motion.

PB: It seemed that it was mostly from side to side. I don't recall an up and down motion although it would have been less. I would have felt it less than a person who was on their feet because the van's suspension system probably would have absorbed most of the up and down motion.

PW: When you heard the crackling, where was it coming from?

PB: It was coming from above me and to the left.

PW: Which is right from the support structure?

PB: Yeah. Well, I heard it coming from above me. Of course, after it happened that's clearly where it was cracking.

PW: You saw the debris initially come down?

PB: No. Not initially. Initially, I wasn't ...

PW: What happened after you heard the crackling?

PB: Well, after it cracked either two or three times, there was this tremendous, tremendous sound that, if you can just imagine being in the middle of a bomb blast, a tremendous bomb blast. It was a very full sound. It lasted a long time. Well, it was one sound. It wasn't like ...

PW: It wasn't like a domino type?

PB: No. It didn't seem that way to me. What I heard was ... it was a longer sound. In other words, it would seem that I would imagine that all the sections didn't hit at all the same moment. But so it was like KABOOM!

PW: One continuous, long sound?

PB: Yeah, it was one long sound that lasted like, oh gee, a few seconds. Sounds are usually pretty fast. They go "boom, boom". But this was KABOOM!

PW: Yeah!

PB: It was more than a sound. It was a vibration that was just absolutely

incredible. I cannot tell you what happened to my body! I was hit by this shock wave that just blasted me.

PW: At that point, did the pillar that was adjacent to you come down?

PB: Well, at that point I didn't quite understand what happened. I mean, I wasn't ... this was happening in a space of a few seconds. My first thought was, I got to get out of here. So, I was thinking about how to get out of there at that time and I was very frightened, extremely frightened. I ... so I wasn't analyzing the situation. I wasn't making a statement. I knew the freeway was breaking apart, but it never occurred to me that it was going to fall. I mean, I didn't think about it falling. So, when it hit, it just shocked me! I didn't quite understand what happened. It was just like my reaction was "What's that? What the hell was that?" Of course, my body was hit so hard by what happened and my ears were hit by the sound so hard that I think what happened to my brain was that it partially shut off at that point. It was just overloaded with input. It was just so massive ...

PW: That's a good way to put it!

PB: Yeah, it was like a fuse in this tape recorder we have right here that's there to protect it. It just kind of shut off. It's so that ... in self-protection.

PW: What about the pillar? When did the pillar come down on your vehicle?

PB: Well, the timing was really kind of interesting. See, when the rocking was going on, the first couple of seconds, I was trying to figure out what was going on. I didn't quite realize that I was in danger. Then, as it got worse and I looked up and saw the freeway swinging, I had this rush of terror. I realized that I was in grave danger and that I had to get out of there. So, I took my foot off the brake, because I was about to step on the gas. I had some problems in getting out of there because first, I was at a red light. You don't normally go through a red light. You're trained very much to stay at a red light. First of all, you don't want to get hurt and secondly, it's against the law and you'll get a ticket. So, I looked at the red light and my first reaction was I can't go, I've got a red light. Then, I had to say to hell with the red light, I'm going to get killed! So, then the next thing was I looked to the right, as any driver would, to see if I could pull out to the right because I wanted to get away from the freeway. Unfortunately, the carport was blocking my entire vision on the right side. I couldn't even see my rear view mirror, so my reaction was Oh, I can't go to the right because I can't see anything. So, then I looked straight ahead and I was going to go straight ahead and then I said no, I can't go straight ahead because I'm not going to get away from the freeway. It was just going to continue me alongside the freeway. So, that situation was a mistake, and then the last choice, the fourth choice that I had ... the fourth decision that I had to make was to possibly make a left turn onto the freeway, which was where I was going to go originally. I cancelled that one out because I said I don't want to be under the freeway! So, what I got was a no on the red light, I can't go. No, I can't make a right. No, I can't go straight and no, I

can't make a left. So, I got frozen for a couple of seconds while I was making the decision. Also, there was a lot of things happening. There was this thing was breaking apart during those couple of seconds.

PW: What was your first indication that the structure was going to come down?

PB: Well, I didn't know it was going to come down. All I know was that it was ... it was leaning out over me and I guess my brain said that that thing is going to fall, fall over, completely fall over on me. So, I guess that's why I got scared. Then, I went through this decision making process and my foot happened to be off the brake, which actually saved my life because I have an automatic. It had just been tuned up and I had a lot of work ... actually, I had a lot of work done on the van ... fortunately. I had put about a thousand dollars into it in the two, three weeks before that. But the idle was a little high on it. I was even thinking about taking it back into the garage to have it turned down a little bit. When I took my foot off the brake and I went through this decision making process where I got a no on the red light, no on the right turn, no straight ahead and no left turn, that probably took a couple of seconds during which time I believe the van moved forward. I don't remember it moving forward, but when I took a look at it afterward, it seemed to me that it was three or four or five feet ahead of where I had started out. So, now just as this crunching was going on ...

PW: We're going to pause for a second.

PW: We're going to continue, go ahead, .

PB: So, I went through this decision making process and got the four no's during which time the crunching was going on. I got the swinging of the freeway. After I got the four no's, I said to myself, "I'm going to get killed if I stay here. I got to hit the gas. To heck with everything. It doesn't matter if I get into an accident or anything, I got to get out of here!" So, my foot, just at that point, hit ... I floored it. I stomped down on the accelerator. Simultaneous with that, or maybe a split second before that, the freeway collapsed with this tremendous ...

PW: What part came down first? Did you notice?

PB: Well, I didn't see anything come down. All I heard was this tremendous sound and then I heard something hit the roof of my van. It was the impact of something hard hitting the van. Within a split second after that, the van, just as my foot was hitting the accelerator, the van shuddered. It just shuddered. I didn't know what had happened because I was still just ... I had just been hit by this tremendous sound and shock wave. So, the van shuddered and it dropped a little bit. I felt it drop a little bit. At that exact time, the roof of the van started coming down on my head and it started dropping. It dropped, I guess, about 8, 10 or 12 inches.

PW: Did it drop very suddenly, or ...

PB: It came very ... it was sudden, but it was not like an instantaneous

drop. It was though like a giant's foot was crushing it, so it was a very strong, irresistible force. I mean, I could feel the compression, this tremendous force over my head. There wasn't any resisting, I mean, at that point. I was just being pushed down. I didn't realize that the van, that the roof had actually hit me in the head. I was really ... I guess I was in shock by that point. My body was just in shock from what was going on.

PW: Were you trapped in the car at that point?

PB: Well, I'll tell you a little more about exactly what happened. As this thing came down on my head, I was pushed down from a vertical position and I guess I must have been leaning forward a little bit, because it didn't break my neck. I guess it could have broken my neck, but it didn't. It pushed my head down and I realized that I was about ... at that point, I knew I was going to die! In my mind, there was no question whatsoever that within the next second, I was going to be crushed by this freeway. Because I knew the freeway had come down, it was coming down. Initially, it was "kaboom" and it was in the process of collapsing. There was a ... I might say also that ... now I'm kind of leaning over towards the passenger door. I'm flattening myself out and I flatten myself out because I figured that the only chance I ... I guess I didn't believe I was going to live, but, you ... I tried to get away from the compression, the pushing downward.

PW: It was coming from your left?

PB: It was coming from my left. So, I leaned to my right, tried to flatten out and I said to myself ... I very clearly remember saying to myself with absolute terror in my heart ... I was just ... that, "I am going to be dead in the next second." Now that didn't stop. I believed that I was going to die for about the next few minutes. I don't know whether it was three or four or five minutes I don't know how long the time was, but for a long time I thought I was going to die. Now as ... when the freeway ... at that point, I looked up. I was still alive and I was kind of surprised that I was still alive, but I still knew I was going to die. I may never stop believing I was going to die because I ... and I'll tell you why in a minute. I looked up and I was enveloped in a dark cloud. There was very, very little light. It was almost completely dark in there because the dust from the collapse, concrete dust, had completely enveloped the area. So, I could see about 12 inches in front of me. I noticed there weren't any windows left in the van.

PW: They had all popped out?

PB: They had all blown out and I never even saw it happen. It just blew out! Evidently, the impact of the concrete block on the van had compressed, had forced the air out of the van like an explosion. So, those windows just flew out and as a matter of fact, afterward I found the windshield of the van about four or five feet in front of it. It just blew out in one piece. Evidently I was in the middle of this explosion that was going on inside the van ... I didn't even know it! Then, I looked to the right and there wasn't any carpeting any more. It had just completely disappeared.

I don't know what happened to it, but the window was completely clear. So, then, the next thing that happened was ... there was a silence. It was like an echo of this tremendous explosion, the sound of the freeway falling. Then, there was a count of maybe three, ... one, two, three, then there was a tremendous crash right behind my van, 20 or 30 feet back. I don't know how far back it was, which was the sound of the semi-trailer that was falling off the upper deck hitting the pavement. I didn't know ...

PW: Someone told you that it was the semi-trailer falling off?

PB: Well, I knew what it was because when I got out of the van later, I went back and saw what it was.

PW: You saw it land?

PB: I realized that that was what the sound was. But I didn't know it was a semi-trailer. I thought it was a piece of the freeway coming down and I felt that the next piece was going to hit me. I thought the whole thing, the structure, was still collapsing and that it was ... I was still waiting for something to finish me off! So, I'm still ... I'm in my seat and in the meantime, I tried to get out the driver's side and the door was jammed and I don't know why it was jammed because later on I found it open when I went to the wrecking yard to look at it.

PW: Maybe the weight on it was making it ...

PB: I think there may have been a piece of concrete that was blocking it. I don't know, that's my guess. It was either that or it was just jammed at the time.

PW: You were not pinned in at any way at that time?

PB: I wasn't pinned. I couldn't sit up straight because the roof was down. Actually, I was leaned over to the right and I tried to get out the left and couldn't do that, and then I tried to get the passenger door open. That was locked. Then, the next thing I did is I tried to climb out through the passenger window. Normally, I'm a pretty calm person. I've been through car accidents and whatever things normal people go through and I usually stay pretty calm. I tried to get through the passenger window with my legs and my upper torso at the same time. I bent myself into a pretzel, into a "U" shape, and tried to slide through and I couldn't fit through. I mean, I obviously was in such a panic that ...

PW: You were trying to get out in a hurry and ...

PB: I was trying to get out so fast that I just tried to go out with my whole body and I couldn't do that, so I had to lean back into the van and lay myself out flat, which I have to tell you, was absolutely terrifying! Because it meant I had to look up at the ceiling of the van knowing that there was probably another ... not even probably! I knew ... see, at that point, I knew that a giant piece of concrete was about to crush me. I just knew that I was going to be crushed. So, it was very frightening for

me to lean back and have to slide out of the van. So, I did that, leaned back, slid out of the van and then I ran as fast as I could, in absolute terror. I mean, I was terrified, through this cloud of concrete where I couldn't see anything. I came out on the other side of the concrete, or the cloud, to the daylight. At that point, for the first time since this thing happened, I realized I was going to live and I got very giddy. I got very ... it was really a strange ... it was almost like I was drunk!

PW: Elated in other words?

PB: I was even beyond that. It was like I was just ... my body was just, I was kind of almost laughing to myself like uncontrollably. Like ha ha! Ha ha! Hah hah ha ha! Like that? It was really kind of crazy. Because I was amazed that I was actually ... then I looked back at the van. I took a look at the van because it was ...

PW: Did the cloud clear out?

PB: It was settled. It settled pretty fast because it was heavy dust. I guess within a minute, I don't know how long it was, but within a minute the dust had settled to the point where I could look at the van and I was absolutely shocked. I was shocked! It had been crushed. I didn't realize it when I was in the van that the whole middle and rear of the van had been crushed and this giant block of concrete had fallen on it. So ... all the tires were blown out and the van was sitting, it was sitting on its body. I didn't realize that that had really happened. I had just felt the shudder when it happened. So, I was shocked. I couldn't believe it! Then, I looked around me and the buildings around that area seemed just fine so I figured that my original idea that the freeway had collapsed was what really happened. So, the first person I saw, I said "Was that an earthquake?" I questioned him, "was that an earthquake?" Because it didn't make sense, the whole thing didn't make sense to me. He looked at me kind of funny because how could I not know it was an earthquake. He said yeah, it was an earthquake. Then, at that point, I looked behind the van and I saw the semi-trailer laying on its side, 20, 30 feet behind the van. I ran over there to see if I could help out. I was really shaken myself but I mean, my whole body was pumped full of adrenaline. I mean, I was just completely wired. Really very nervous and very ...

PW: Well, that's normal after what you went through.

PB: So, I went back there to take a look at the driver and see what his condition was. He was pinned in the van and he couldn't get out. His legs were pinned. It seemed to me that his legs were probably crushed. I don't know how badly hurt he was, but he was screaming. He was in very, very deep pain. He was screaming, and screaming, and screaming and there was a black man there had his arm around him and he was trying to calm him down. You could see, he wanted to do something for him but none of the ... there were about four or five people there at that point gathered around the cab trying to get the guy out, but there was nothing they could do, I think, because he was really pinned in there. I think, at that point, it seemed they couldn't get him out.

PW: Did you stay around long enough to see if they got him out?

PB: No, I didn't. Because I looked at him and then I knew there was nothing I could do for him. There were three or four other people around him ... there was nothing I could do. To tell you the truth, I was pretty worthless at that point. I mean, I was ... I was shaken up and I was ... I felt like my insides were completely drained, that I had ... I really didn't have the ability to really help anybody. I felt like I was just ... I was just so ... I was so ... kind of exhausted. I looked at the other two. It seemed like there were two other trucks there that were also laying down, which must have fallen. I think there were two, either one or two, that were laying on their sides. There weren't any drivers in the cabs. I was amazed that they were gone. Evidently they had survived. Yes? Well anyway, at that point, I realized I couldn't help him and, let's see. At that point, I went to ... I started walking down the freeway to see if there was anything I could do to help anybody else. Oh, I might say that at that point, there were ... oh, there were some other things that happened. When this thing happened to me and I realized I was going to die and the freeway hit and I knew I was going to die within the next second, I had a very strange sensation of ... the only thing I can say ... this may sound a little weird, but I felt like the hand of death passed right over me. I felt this kind of "thing" go right over me and it was kind of just like passing by and I felt it was, kind of thinking about grabbing me and it kind of just kept going. I just had this ... I never had anything like that happen before. I don't believe in this kind of stuff. I mean, I never ... what can I say. I felt it go for me and I also felt ... I felt like a lot of people died around me. I just felt it. I just felt like a lot of people just were dead at that moment. I was really close to the roadway, so I don't know if it was some kind of psychic vibrations or something, I don't really know.

PW: You'd be surprised how the brain could perceive a lot of things around you.

PB: Yeah. There might have been something happening there. I just never had that happen before. I'm not a ... this is not something that I've ever know about and I just felt that. It was very strong and when I got out of the van and looked up and saw what actually had happened, my first reaction was ... I said to myself that at least 500 people had died. Because that freeway at that time, logically, would be just jammed with cars. It was ...

PW: It normally should, but it wasn't ...

PB: I know. It was amazing, it was a miracle! It really was quite a miracle. So, I looked up and down the freeway. The freeway was down as far as I could see in any direction. Most of the lanes, most of the area I saw seemed to be pretty pancaked. The area right where I was, the leg on the other side of the freeway, I believe, was still semi-intact at least, and it was up off of the deck so that there might have been some room for some cars to have survived in there, some people to have survived. So, then I walked down the freeway to see what I could do and there were some people moving a big block of concrete and I ... I tried to

help but I really couldn't help. They moved a big block of concrete out of the way. Then, I was looking in another area. There was a fire evidently going on and there was some smoke coming out and ...

PW: From the lower deck?

PB: From the lower deck. Something was burning in there, which meant that there was a car in there and there were people probably in it too.

PW: Did you hear people yelling for help?

PB: I couldn't hear a sound. I heard not a sound. Then, I was standing there watching this thing and I was alongside the edge of the roadway towards the sidewalk away from the freeway, probably like 20, 30 feet away from the freeway, looking up. As I was watching it, I feel my legs being crushed from behind. I mean, I'm talking about just something is just rolling over me, hitting me around my knees from behind. I don't know what's happening. Actually, it was kind of strange, because I must have been in shock, because I didn't react quickly until the thing really started pushing me down. I pulled myself up and got, I didn't quite get down to the ground. I pulled my legs out and I looked back and there was a car backing into me. This guy is backing over me! I knocked on his window and I say, "Hey! Hey, you're running me over!" He stopped his car, gets out of his car and starts yelling at me. He started yelling at me. I said to him, "How can you be yelling at me, you were running me over? Your car is running me over! Why are you yelling at me!" He kept on yelling at me. So, I said, I said, this is not a good place for me to be. So, I just ... I realized that I really didn't know what the heck I was doing. I mean, I was just not really all there and I needed to get away from the area, just to get away ...

PW: Yeah. Like you say, you probably were in shock. Just dumfounded by what had happened. Besides the truck-tractor that came off the freeway, did you see any other vehicles that were pretty badly damaged or ...

PB: Well, there was one vehicle. It was a small vehicle, some kind of Japanese car I would bet. I wasn't sure, but it was like a Toyota or a Datsun or something like that. It was in the intersection right in front of me that evidently was coming out from underneath the freeway. Evidently it had ... luckily, the driver had either stopped or ... the hood was sticking out from under the freeway and that hood was crushed by evidently some concrete or something. The driver wasn't in the vehicle and I'm sure the driver survived because, well, the driver's compartment looked like it had some damage but it was minimal. It wasn't ... although I imagine that person was scared to death too. God!

PW: Where did you go from there?

PB: Well, from there, I hung around for about an hour to see if I could help anybody. I wanted to help but I mean, I knew there were a lot of people up there who needed help but there was nothing I could do. I mean, it seemed like there was just nothing I could do. I wasn't in a state where I was ...

PW: Totally out of it?

PB: Well, I didn't envision myself getting up on one of the ladders that were being put up, because these guys ... the area was an industrial area and it was really ... I tell you, it was very, very uplifting to see the men come out from their work places with the forklift trucks, and the ladders, and the ropes and just immediately climb up there and swarm over that structure to try to help people out, to save people. It was really wonderful the way that everybody was ...

PW: There were a lot of people along the Cypress that really went way out of their way to help. There were some people that we're going to locate and probably give them some type of commendation from the Department.

PB: They were terrific! The people were ...

PW: But you don't recall any particular person or name?

PB: I couldn't say because they were just people, just men. They were guys who evidently work in these areas. They were tough guys, physical type of guys, muscular guys who were up there and they were just climbing up that thing and they were even inside! I couldn't believe they were going inside there because, I felt like that thing could fall at any moment. They were just going in there trying to find people and it was pretty amazing, actually. I saw one person being pulled out, I believe, somewhere around the area where I was. I'm not sure about that. I thought that I saw one within a block of it or so. I saw one person coming out. I don't know if it was ... I guess it was somebody who was in a car. I'm really not sure. So, I hung around for about an hour and I went over and actually shut my van off, which was another strange thing.

PW: It was still running?

PB: I couldn't believe that the motor was running since the whole thing, it was crushed. It was amazing. It was like one of those commercials for Volkswagon, keeps running through thick and thin, which was really incredible to me. Then, so I pulled out my keys and got my registration out of the glove compartment, which was still intact, because I thought I'd need that. Then, I got a ride over to the freeway, I guess it's 580.

PW: Who gave you a lift?

PB: It was a man who was pulling out of the area. He was in his car and he was evidentially doing a U-turn to go out of the area, and I asked him if he could take me over to the freeway. He said yeah, sure, I'll take you over there. He dropped me off at an entrance to the freeway about, I guess, 10 or 15 blocks away. Then, I hitched a ride to San Leandro and it occurred to me that I could rent a car as I was going there. Just that I was lucky I just kind of thought about it and ...

PW: You have friends down in San Leandro.

PB: Yeah. No, but I had my credit card so I hitched down to San Leandro, got

to a rental car place, rented a car and drove home across the Dumbarton Bridge.

PW: That makes sense. How was your health before the earthquake?

PB: Well, it was real good. I'm pretty healthy.

PW: You hadn't taken any medication or alcohol or anything right before the earthquake?

PB: No, no, no.

PW: You don't need glasses, do you, to drive?

PB: No. No, I got good vision.

PW: Well, I think you have a pretty good account of what happened. Is there anything else you'd like to add or that maybe I failed to ask you?

PB: Well, I realize ... I just wanted to mention that I was hurt in the accident. I wasn't too aware of it at the time because I wasn't, I wasn't even thinking. But after I got out, I felt a tremendous bump on my head. It was sticking up and it must have been a couple ...

PW: From the roof, yeah?

PB: It must have been sticking up an inch or two. I mean, it was really a huge bump. Then, I felt another ... I felt that initially, and then I felt another bump later that was sticking out the back of my head. It wasn't until the next morning that I woke up and I had a dry clump of blood in my hair. I didn't even know I was bleeding. I guess that kind of testifies as to where I was, because I didn't even know about it until the next morning. Then, I also noticed the next day that both of my legs were black and blue.

PW: The thigh area.

PB: Yeah, from above the knee. Evidently something had happened. I don't know they ... I don't know what happened. I have no idea, no recollection. I do want to mention that the van did ... I believe the van jumped up in the air when the freeway fell. That the force of it hit the leg which I was next to.

PW: That makes sense.

PB: The force of that concussion bounced the van up. I think it bounced it right up in the air and that may have been how my legs got hurt, I don't know.

PW: Maybe that's how you got your bump too, maybe?

PB: Maybe. Well, no. No, I don't think so because the ceiling hit my head.

I felt it hit my head and push my ... I felt it actually push my head down, so evidently it did hit my head. The force of that impact actually was far greater than the earthquake.

PW: Jeez!

PB: I mean, that was a tremendous force that was transmitted to the van. So, and then it did a whole bunch of effects after that, but I guess it's not necessary to say that here. But I guess somebody somewhere along the line may hear about it, huh?

PW: Well, I really appreciate everything that you mentioned and helped as far as us putting this investigation together. I'm going to end this interview at approximately 1413 hours. Thank you.

D-113, was interviewed by Investigator Paul Wong, #8736, on November 20, 1989, at approximately 1135 hours. The interview was conducted at San Francisco. The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

PW: Investigator Paul Wong, CHP
CD:

PW: could you state your full name and spell your last name please.

CD: The last name is

PW: Do I have your permission to tape this interview, ma'am?

CD: Yes.

PW: What is your current address right now?

CD: It's

PW: That's

CD: Uh-huh.

PW: That's in the city of ...

CD:

PW: What's your date of birth, ma'am?

CD: 11/54, pardon me.

PW: Your social security number?

CD:

PW: Your home phone number?

CD:

PW: I'm going to take you back to October 17, 1989 the day of the earthquake. Just before the earthquake struck, where were you as far as in relationship to where the freeway, Interstate 880 ... was?

CD: I was at a stop light on West Grand and Cypress getting onto the freeway.

PW: Were you on West Grand or Cypress Street?

CD: Cypress Street. There's a stop light there at West Grand.

PW: So, you were actually at the intersection of Cypress and West Grand?

CD: Exactly.

PW: What direction were you facing?

CD: North.

PW: You were planning to enter the freeway at that location?

CD: Yes, uh-huh, yeah.

PW: Where were you planning to go to?

CD: Berkeley.

PW: Berkeley? You were getting off work at that time?

CD: Yes.

PW: Do you travel this street often?

CD: Yes, everyday.

PW: What lane were you at?

CD: The middle lane.

PW: You were stopped at the light?

CD: Yes.

PW: Do you recall any other vehicles that were to your left or right at that time?

CD: I ... to your left, was a van sitting there.

PW: To your left, or to your right?

CD: My left, on my left side.

PW: There was a van sitting there?

CD: Right.

PW: What kind of van?

CD: A VW van, an older one.

PW: Do you remember the color?

CD: No.

PW: Were you neck and neck with him?

CD: Yes. We were stopped right there together.

PW: You were the first vehicle that was stopped at the crossing line of the intersection?

CD: No.

PW: There was somebody in front of you?

CD: Oh, I'm sorry. Yes, I was.

PW: Do you recall any vehicles to your right?

CD: There was one turning. I don't remember what kind of a car.

PW: You were the only person in your vehicle?

CD: Right.

PW: What was the first indication something was wrong?

CD: When my car was rocking.

PW: Did you think at that time what could be causing it?

CD: I thought it was the car. I actually thought it was something wrong with my car.

PW: Was it rocking sideways, up and down, or do you remember?

CD: Sideways.

PW: From left to right?

CD: Um-hum.

PW: What did you do at that point?

CD: Nothing at that point.

PW: What happened after that?

CD: It was lifted. That's when I kind of ...

PW: What do you mean, lifted?

CD: I was lifted up from the ground. It was like it bulged right under me, beneath me.

PW: Like you were beneath an elevator or something?

CD: Or a bubble.

PW: A bubble?

CD: Um-hum.

PW: What about the other car that was to your left?

CD: At that ... I didn't notice how they were reacting. I just sort of ... I was turning my car on and off. I thought it was my car.

PW: What did you do when your car started lifting?

CD: I just went, "Oh, My God!". I turned it off.

PW: You turned the engine off?

CD: Yeah. Then, I started trying to look ahead and see what was going on.

PW: Did you see what was going on?

CD: No, I didn't. No.

PW: What did the VW van do at that point?

CD: I couldn't see him. I didn't see him until he got out of the car. He crawled out of his car.

PW: What do you mean by you can't see him?

CD: Well, I didn't look to see what his reaction was, or even the next person on the right of me.

PW: When you turned your vehicle off, what was the next thing that you did?

CD: Next thing, I looked up and all at once, I saw the freeway just crumbling.

PW: You looked up toward your left?

CD: I looked ... yes.

PW: When you say crumbling, what part of the freeway was crumbling?

CD: God! Right ... the top coming down on the bottom part.

PW: Any particular section or the support structure, or the side of the freeway, or ...

CD: Yes, exactly. The support where that extra piece comes out on it.

PW: That looks like an arm stuck out there?

CD: Yeah, exactly.

PW: When you say crumbling, what ... did it just fall apart, or ...

CD: Just ... it hit and next thing I know, it's all the debris, big pieces just coming our way. It was coming down on us, because that's when I bent over and started ... I was ducking.

PW: You put your hand over your head at the same time, or ...

CD: Well, actually yeah, I actually bent this way and that's how I ...

PW: You actually saw the debris coming down at you?

CD: Yeah. I was freaked out.

PW: Pretty good size?

CD: Yeah.

PW: Let's back track. Did you see any other motion at that point by either the freeway structure or the street, roadway, that were you on?

CD: All I remember is all the cars had just ... everything had completely stopped.

PW: That was around you, or ...

CD: Yeah.

PW: What about ... did you see any traffic crossing West Grand?

CD: No. Even West ... the cars there ... everything had completely stopped.

PW: Did you know at that point that it was an earthquake?

CD: No.

PW: What did you think was happening?

CD: I don't know. I just thought, God! The freeway just came down on everybody!

PW: Did you feel any other motion beside the lifting up of your vehicle before you saw the crumbling of the structure?

CD: No, I didn't. I could hear it a little bit. You could hear the reactions.

PW: Like a rumbling?

CD: Uh-huh, like a rumbling.

PW: Was it a long, continuing rumbling or a short one, or ...

CD: Short one.

PW: Did you know where that rumbling came from?

CD: Huh-uh.

PW: No? Did you see anything else before the structure collapsed, the support structure deck I'm referring to?

CD: No.

PW: It came down and struck your vehicle?

CD: Yeah.

PW: Do you recall how many times you were hit, or anything like that?

CD: I didn't realize that the back was even ... my back window was even torn. It was crashed.

PW: You were driving a what? An

CD: Um-hum.

PW: You don't know the plate at this point?

CD: No, I don't.

PW: You felt, or you saw, the crumbling up there?

CD: I felt it. Yeah. Well, I had my window half open so the debris was coming inside the car. But I didn't realize the back was actually being torn up. The windows were ... I didn't hear my windows.

PW: You felt a crashing sound?

CD: No, I didn't.

PW: Against your vehicle?

CD: No. Well, excuse me! The parts that hit the side of the car, yeah. I heard that. The parts that hit on the roof, I heard that.

PW: But you didn't know it was damaged that bad?

CD: But I didn't realize my windows were broken.

PW: What did you do after that?

CD: Well, I sat there for a moment. The guy next to me on the left hand side crawled out of his ... I watched him crawl out of his car. I ...

PW: The VW van?

CD: Right. I didn't know what to do. I didn't know if I should get out because it was still coming down. So, when I saw him staring at me and he ran, I sort of ... I was crying and kind of really crazy at that time. I turned the car and I made a right turn, I squealed away onto West Grand. I didn't know, I couldn't see. I could not see anything.

PW: The guy that crawled out of the VW, what nationality was he?

CD: He was white, like from the 60's.

PW: So, you started your car and made a right turn onto West Grand?

CD: Uh-huh.

PW: How far did you go on West Grand?

CD: Oh, in the middle of that block. I didn't even make it to the corner.

PW: Then, you stopped?

CD: Uh-huh. That's when the two ladies came to help me.

PW: You were still in your car?

CD: No, I had got out.

PW: You got out on your own then?

CD: Uh-huh.

PW: Could you tell me how you were hurt from the incident?

CD: Debris hit me in the back. I had a bruise and ...

PW: What do you mean? Debris hit you in the back?

CD: Yeah. When I went over, I guess the debris ... because I had rocks in my lap.

PW: It hit you in the back and where else were you hurt?

CD: I don't see ... oh, my leg. I had little bruises on my thigh. I don't exactly remember how extensive it was. The doctor didn't check all my reflexes, but ...

PW: Who transported you to Kaiser Hospital in ... where was it?

CD: Richmond.

PW: Richmond.

CD: It was the next day. I refused, they wanted to take me that night, but I refused to go.

PW: Who? The ambulance?

CD: Yeah, they had it set up right there.

PW: Did you have any pain at that point?

CD: My back was hurting me.

PW: Anywhere else?

CD: No.

PW: So, you went to Kaiser on your own the next day?

CD: My mother took me.

PW: Do you know the doctor that treated you there at Kaiser?

CD: No.

PW: You went straight to the emergency ward, for ...

CD: Yeah, to the Richmond Emergency.

PW: Did you see anybody else around you get hurt from the incident?

CD: Just the guy. I don't think he was ... I think he was more shocked.

PW: In the VW?

CD: Yeah.

PW: What did he do after you got out of there?

CD: He really freaked! He just ran. He left his, the VW, there.

PW: Where did he run to?

CD: I don't know. His roof was crashed in.

PW: Did you see what struck the roof of his vehicle?

CD: It was debris, huge!

PW: A big piece, huh?

CD: Yeah. He was right next to it.

PW: Once you made your turn, you more or less lost track of him then?

CD: Yeah. I don't know what happened to him, because he didn't go to the trauma center where I was.

PW: Do you remember seeing anyone else that was hurt or trapped in the cars?

CD: I just remember hearing people screaming.

PW: From the ...

CD: From the freeway, from the upper.

PW: From the upper deck, or the lower deck?

CD: I don't remember. I just remember hearing the voices.

PW: Screams for help? Do you recall the motion of the freeway or anything like that at all during the earthquake? Or did you get a chance to look up and see what the freeway structure was doing?

CD: No. The only thing, when I looked up, it was crumbling and was coming down on us.

PW: Is that the first indication to you that the freeway was falling apart?

CD: Say that again.

PW: Was that the first indication that the freeway structure was falling?

CD: Yeah.

PW: The crumbling of the supports?

CD: Um-hum.

PW: You described to me the motion of your vehicle was side motion, right? Side motion, side to side and then all of a sudden, you felt a lifting?

CD: Yeah. Lifting, yeah.

PW: Did it go back down?

CD: Yeah!

PW: It did, huh?

CD: Yeah.

PW: How many times did you feel that?

CD: Just once and it was just like it burped! Then, I came back down. But then the rocking motion was again.

PW: Then, it went rocking motion side to side again?

CD: Again, uh-huh.

PW: How many times? Do you remember?

CD: I don't.

PW: Can you describe any other motion that you remember at this time, on the road or on the freeway itself, or anything like that?

CD: No. I did come ... in the trauma center ... I don't know if it's important, but two guys had ... when you said did I have any other contacts with other people ... these guys came off. They climbed off of the freeway. They came to the trauma center. One's mouth was all busted.

PW: That's the next day?

CD: No, that's the same day. That's the day when they took me to the trauma center. These guys actually came off of the freeway.

PW: Let me clarify this. When you said trauma center, where was that located?

CD: That was ... is there a water company right on West Grand?

PW: I thought you meant a hospital that you went to.

CD: No. It's where they set up. They brought like emergency ...

PW: Like an emergency trauma center?

CD: Exactly, yeah. They set that up to bring the people that came off.

PW: How did you get over to the trauma center?

CD: This guy picked me up.

PW: Brought you over there?

CD: Took me there.

PW: Did you get checked there at all?

CD: Oh, one of the ... from the ambulance ... the guy came in and checked my reflexes in my pelvic and my temperature at that point had just shot up. That's why they wouldn't let me go.

PW: How long did you stay there before they released you?

CD: I can't remember.

PW: Seems like forever?

CD: It was 5:04 when it happened, right?

PW: 5:04, right.

CD: I think I went in there about 5:30 and it was, I didn't get home until, I think, 10 or 10:30. I was there that whole time, the whole time.

PW: Do you recall any particular person that really went and helped the injured from the top deck or the lower deck? People that came from the businesses around the Cypress?

CD: There were a lot of men, like the man that picked me up. There were guys like that that were running up there. But I didn't ...

PW: But you don't recall any particular name or person that really went out and helped other people?

CD: No.

PW: Do you need glasses to drive,

CD: No.

PW: How was your overall health before the earthquake?

CD: Oh, probably good. I don't know.

PW: You weren't taking medication, alcohol or anything like that before the earthquake?

CD: No.

PW: Were you wearing your seatbelt?

CD: I was starting ... I honestly ... because I started wearing it, and I don't remember if I had it on. I remember just picking up rocks out of my lap, that's all I remember.

PW: Do you normally wear your seatbelt?

CD: Sometimes no, not all the time. Sometimes. I wear it when I'm on the freeway, definitely, so I probably put it on then.

PW: Basically that's all I have as far as questions. Do you have anything you'd like to add?

CD: No. I've never seen people come together. When you said that, it was very neat. I've never seen people. Because I sat on the ground ... they set me on the ground for that 30 minutes. I've never seen people come over and it was running that way, trying to help. Because I think a lot of people heard the people up there yelling and ...

PW: (Inaudible). Thank you. I'm going to conclude this interview at approximately 1157 hours.

D-114, was interviewed by Investigator Paul Wong, #8736, on November 10, 1989, at approximately 1320 hours. The interview was conducted at The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

PW: Investigator Paul Wong, CHP
JA:

PW: will you state your full name please?

JA:

PW: Can you spell your last name?

JA:

PW: What's your current address?

JA:

PW: Your home telephone number?

JA:

PW: Is your current driver's license

JA: Yes.

PW: What is your Social Security number?

JA:

PW: Do I have your permission to tape this interview?

JA: Yes, you do.

PW: I'm going to take you back to October 17, 1989. On that date prior to the earthquake, where were you at that time?

JA: I was here at

PW: Then, you got into your car and where were you headed?

JA: I was going home, I left the parking lot in back of this building, drove out onto 16th Street, down to Cypress, then left on Cypress going north towards Richmond.

PW: You were on East Cypress Street?

JA: Yeah.

PW: How was the traffic on Cypress at that time?

JA: Light.

PW: In other words, how many cars in front and behind you approximately?

JA: There was one car in front of me, one to the left of me making a left turn, and a truck on the right.

PW: Left turn onto what street?

JA: West Grand.

PW: What lane were you on?

JA: The first lane closest to the left-turn lane.

PW: Were you stopped or moving at that time?

JA: I was at a complete stop for a red light.

PW: Were any cars in front of you at that time?

JA: There was a small car in front of me and the truck next to me.

PW: To the right of you?

JA: Yeah.

PW: What kind of car was in front of you?

JA: I don't know.

PW: How about the truck?

JA: Big diesel.

PW: What car was turning left?

JA: It looked like a van. Volkswagon, or something like that. I didn't really notice, I was more intend on getting home.

PW: You were the only person in your vehicle?

JA: Yes, I was.

PW: What was the first thing that caught your attention?

JA: My car started shaking like crazy. Couldn't imagine what it was and I was afraid I would lose control of it so I slipped it in park.

PW: When you say ... was it shaking sideways, up and down, or what?

JA: It seemed to be shaking in every direction possible. It was totally shaking.

PW: Do you recall which was more, side motion or the up and down?

JA: I think to and fro, frontwards and backwards, because I did have a fear that I was going to lose control, I would hit the car in front of me.

PW: Did you know at that time that it was an earthquake? ✈

JA: I didn't realize it, no.

PW: What did you do when that happened? Did you put it in park?

JA: Yeah.

PW: Did it continue to shake?

JA: It was shaking, but I didn't feel like I was going to lose control of it, and I noticed the truck driver next to me open the door and get out and come down out of the truck and take off south on Cypress.

PW: Take off running?

JA: Yeah, take off running.

PW: What nationality was this driver?

JA: White man, fairly young. He came out of that truck like he was kicked out.

PW: What did you do?

JA: I thought well, maybe I might do the same thing and I opened the door and then the dust and the cement and all that crap started coming down. I thought I don't want to be in all of that.

PW: Did you realize at that point what was going on?

JA: I figured that maybe the freeway was breaking up.

PW: You didn't think it was an earthquake?

JA: I wasn't aware that it was an earthquake, no. I felt the freeway was breaking up. I never had the upmost confidence in that freeway.

PW: Do you travel on Cypress a lot?

JA: Yeah.

PW: What did the van do that was turning left? Do you remember?

JA: As far as I know, it was totalled out. I remember seeing it, just torn

metal. The car in front of me, there was about five minutes, but it couldn't have been that long before we could even see out of the windows of the car because there was so much dust and debris.

PW: What happened to the driver of the ...

JA: The truck?

PW: Was it a VW van?

JA: That's what it looked like it might have been. I don't know. I didn't see him.

PW: The vehicle that was turning left. What happened to the driver?

JA: I have no idea. I didn't see him. The car in front of me took off and I ...

PW: Before you saw the dust and everything, did you notice anything unusual about the freeway structure or the road itself?

JA: No.

PW: What's the next thing you felt or heard?

JA: Like I said, the truck driver got out and I kinda opened the door and looked out and I saw all this dust coming down and dirt.

PW: It was coming down from the freeway? From which portion, way up at the top or ...

JA: I don't know. It was just coming down. I took it for granted it was the freeway, and God being mad at us.

PW: Did you attempt to drive on or what happened after that?

JA: Well, I waited like I said there, it seemed like a very long time before the dust and dirt settled enough that I turned on my windshield wipers to get ... to clear the windows. The car in front of me hadn't left yet, he must have had the same trouble. He took off and I knew the truck driver wasn't in the truck so I turned in front of him and went up West Grand and parked.

PW: At what point did your van get hit by the falling debris?

JA: About the time I was looking out the door and I saw all this stuff coming down, I pulled the door shut and then I felt something hit my van. I didn't know what it was.

PW: You thought it was a flat tire or something?

JA: Well, the van was at such an angle, the back of the van was down close to the ground.

PW: Did you look back?

JA: No I didn't care. I thought if this is a flat tire, I'll drive on it.

PW: When you felt the impact, did you actually feel a thump or crashing sound?

JA: Yeah. I heard it hit.

PW: Did you know what hit you?

JA: No. I looked back ... sorta back and it seemed to be a truck come down too. It looked like a truck laying in back of me.

PW: That came off of where?

JA: One ... some part of the freeway. You're so close to the freeway, you really can't tell where anything comes from.

PW: How far back was the truck from where you were?

JA: About a car length. Maybe half a car length.

PW: That close behind you?

JA: Yes. In fact my husband, when he started fooling around with the top of the car, found some yellow, caution like, glass on the top of the car.

PW: Do you know where that truck came from?

JA: No.

PW: You heard any loud noise?

JA: Yeah. An awful lot. Crashing ...

PW: That's before the dust or during the dust?

JA: During the dust.

PW: Was it one continuous sound or separate sounds or ...

JA: A whole menagerie of sounds, or anything you can imagine.

PW: Did you ever see what happened to the support structure, columns?

JA: No. I wasn't one bit interested.

PW: So, after you were struck you made a quick turn to the right?

JA: Yeah.

PW: Where did you go from there?

JA: Not right after I was struck. I had to wait until that dust cleared. There was no ... I would drive in that dust 'cause I couldn't see, no way. I went up West Grand and parked.

PW: How far up on West Grand did you park your vehicle?

JA: About a half block.

PW: Did you get out then?

JA: Um-hum. Got out and looked at the car, talked to some of the guys coming out of (inaudible) building there. Asked them, "what the hell happened?" They said an earthquake.

PW: Did you get a chance to see the structure at that point?

JA: I must have but I don't remember it. Just totally ... 'cause I remember seeing all the men running towards us to help the people.

PW: Did you see where the other cars stopped also? Any of the other cars that were moving around you?

JA: No.

PW: You weren't hurt in the incident?

JA: No, I wasn't.

PW: You see anybody else in their car that was hurt around you?

JA: No, I didn't anybody that was hurt.

PW: Were you able to see the people on the top freeway structure that collapsed?

JA: I didn't see any people, no. Like I said, I looked back there but I don't ... it just wiped it out.

PW: You never got back towards the freeway structure after you ...

JA: No, I got out of there, because they didn't need me ...

PW: How long did you stay where you were?

JA: Long enough to check to see if I had any gas leaking out of the car or anything like that. Then, I figured that I don't need to be here. Like I said, the men from Campbell's and a lot of other places started running towards the freeway.

PW: Can you describe or remember the motion of your vehicle during the earthquake besides the earthquake?

JA: It felt like four flat tires, just real rough, driving on four flat tires.

PW: That was during the earthquake?

JA: Uh-huh. Even though I was stopped.

PW: Did you realize that the freeway structure was falling down?

JA: No, I figured it was kinda breaking up.

PW: From what?

JA: You drive that thing long enough and it shakes ...

PW: From age huh?

JA: It did it from the beginning, it always shook.

PW: You didn't see the motion of the freeway structure at all?

JA: No.

PW: Was your car in good mechanical condition before the earthquake?

JA: Um-hum, still is.

PW: You didn't have seatbelts in your car?

JA: No.

PW: What was your overall health at the time before the earthquake?

JA: Excellent.

PW: You weren't taking any medication or any type of alcohol before the quake?

JA: No, no alcohol, but I do take thyroid medication every morning.

PW: Do you need your glasses to drive?

JA: Um-hum.

PW: Is there anything about the earthquake and the freeway structure that I did not ask about?

JA: No.

PW: The majority damage to your vehicle was, from looking at those pictures, most of the damage appeared to be to the left rear corner area.

JA: Right. It was amazing, the windows on the side were not ...

PW: Looks like the roof was compressed almost what two feet down?

JA: Um-hum, about, just about.

PW: Now you said earlier, boy, you were lucky it didn't land out where you were.

JA: Lucky would have been I wasn't there. I just got unlucky.

PW: Is there anything else that you want to add to this interview,

JA: No.

PW: We really appreciate your time and thank you. I'm going to conclude this interview at approximately 1332 hours. Thank you.

D-115, was interviewed by investigator Jim Mengel. #7924, on November 4, 1989, at 0931 hours. The interview was conducted at residence in The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

RC:

JM: Jim Mengel, CHP

JM: would you state your name for the tape, please.

RC: Yes. My name is

JM: on October 17, we understand you were driving your '87 Saab in the area of I-880.

RC: I was on Cypress Street below, not on the Cypress structure. I was heading northbound, and I was roughly half a block south of West Grand Avenue.

JM: That would put you on the east side of the freeway. Is that correct?

RC: That's correct.

JM: Were you alone in the car?

RC: Yes I was.

JM: Do you wear corrective lenses or contacts when you drive?

RC: None.

JM: Prior to the earthquake, were you in good health?

RC: Perfect.

JM: While you were driving, were you taking any medication, drugs, or alcohol?

RC: Nothing.

JM: Prior to the earthquake, what was the mechanical condition of your car?

RC: Excellent. It had just had its major 30,000 mile checkup and it was fine.

JM: Could you describe the damage to your vehicle to me.

RC: I didn't look much, but from what they tell me, it is the left front quarter panel, the left front door, the front bumper, I think there's some damage on the left side of the hood. They tell me, I haven't seen the car since, that there's some paint damage, green paint damage, which is the color of the cab of the truck that hit me, in the back. Nobody knows how

it got there. But since the car was in perfect shape before, and that was the color of the cab that hit me, it came somewhere from the accident.

JM: Where is your vehicle now?

RC: In the body shop.

JM: Where is that?

RC: It's Capri Body Shop. It's in something like that.

JM: Has anybody taken photographs of the ... that you know of?

RC: You would have, my insurance people have been out and inspected the damage. I assume they took photos.

JM: Who is your insurance company?

RC: It's Do you need the adjuster's name and the like? I can supply you with it, but I'll have to go inside and get it.

JM: We'll get that after the interview. Now, were you wearing your seatbelt at the time?

RC: Absolutely. It's a shoulder/lap combination.

JM: Shoulder/lap combination. Did you describe any injuries as a result of this?

RC: Nothing. Not a band-aid.

JM: You're lucky.

RC: Yes, sir.

JM: How often do you travel this route in the area?

RC: Almost everyday.

JM: Where were you coming from?

RC: I park at, I take BART from Oakland West BART station. I rent a parking spot from a reliable van service right across the street from the BART station. When I leave the parking lot, I travel up Peralta Street to 14th. I hang a right on 14th, take 14th and cross under the Cypress structure and make a left turn. I have the option, when I make that left turn, of making a sharp left, which puts me on Cypress Street, below; take Cypress Street until it dead ends and goes up onto the freeway after the Cypress heading into the MacArthur Maze. The other option is to take a wider left and go up the entrance ramp to the Cypress at 14th Street. I usually don't do that because of the traffic up there and also that

entrance ramp is nasty, was nasty. It's a very, very short ramp and when traffic is not backed up, you really can't see. I hate to go up there, so I usually take Cypress and take the street all the way to the end and go right up at the end.

JM: So, you were northbound on Cypress.

RC: On Cypress Street, yes.

JM: Street, on the east side of the freeway at the time of the quake.

RC: Yes.

JM: Were you north or south of Grand?

RC: I was about half a block south of Grand.

JM: On Cypress Street at that time, how heavy was the traffic?

RC: Very light. There really weren't too many vehicles on either, in front of me nor behind me. It was quite light. I think everyone had gone home early for the World Series.

JM: Did you happen to notice, or could you tell me what the traffic conditions were up on the 880?

RC: Unfortunately I can't, because when I crossed under it, I always look up and see if I can see the vehicles moving, because every so often I think hmm, I'll make better time if I go up on the Cypress. What frightens me is that, that day, I contemplated going up on the Cypress, because it was obviously moving. Then, I said no, I don't like that entrance ramp. I'll just go on the street below. That's why I'm alive.

JM: About how fast were you travelling on the surface street?

RC: Oh, I don't know, 30, 35, there's a street, and there's a light.

JM: Could you tell me what the traffic flow speed was up on 880 on the freeway?

RC: I can't tell, except to tell you, it was obviously no traffic jam. Usually it's moving, when it's free, it moves up there at 50, 55.

JM: You were solo in your vehicle?

RC: Yes, I was.

JM: Where were you when the earthquake began?

RC: I was on the street. I did not know it was an earthquake. I'd have to tell you I don't remember if I was in the right or left lane. I think there are two lanes of street there.

JM: Yes.

RC: I'm guessing that it was the left lane because when the earthquake happened, the car began to shimmy. I thought I had a flat tire, and my response was to look in my right rear view mirror, my right side view mirror to see if anyone was coming up behind me on the right so I could slow down and pull over to the side. I just don't remember, but I think I was in the left hand lane, but starting to pull over to the right.

JM: You just indicated with your hands that your car began to shimmy. You're making this a side to side motion. Would that be ...

RC: That's correct. In other words, the car was rocking right and left.

JM: Would you describe that as pretty severe rock from right to left?

RC: Yeah. It reminded me of the feeling that I've had with a flat tire, except it didn't have the bumpiness of a flat tire. But it had the unsteerability.

JM: What did you do at that time? I think you said you were contemplating pulling to the right.

RC: Yeah. I obviously hit the brake, and was checking my rear view mirror and the passenger side mirror to make sure that there was nobody coming up to my right, so I could pull over to the right and check what I thought was a flat tire.

JM: Were there any other vehicles in your immediate area ... to your forward of you, right or left of you?

RC: No. I remember noticing that the traffic on the Cypress Street, there were not cars within half a block of me, front or back.

JM: What happened then?

RC: All of a sudden I hear a crash and there's the cab of a truck, with the trailer of the truck behind it, in the left front of my car. The truck was generally, if I'm going northbound, the truck was generally pointed southbound, which is the direction that I gather the truck was travelling on the upper deck of the Cypress, which goes southbound. I never saw it coming because I was looking off to the right and he had come from above me and to the left. I didn't know where he came from, but the driver was alive. He said he came off the top of the structure. I had assumed at that time that I took a direct hit. I'm not sure now. I think perhaps he hit the pavement and caromed into me. The only reason I think that, first of all I don't think he hit the roof of my car, and second of all, I can't imagine my being not injured if I had taken the direct full force hit. I think the ground took the impact and he caromed over. I'm not sure.

JM: So, that's the point that your car, your vehicle, came to rest.

RC: Yes.

JM: So, you were pointing northbound on Cypress into this truck somehow.

RC: That's right, and he was pointing, his cab was generally pointing southbound.

JM: Was the trailer still connected to the truck?

RC: Yes.

JM: Was that trailer partially still up on, hanging over the structure?

RC: No, no, no. The entire vehicle was down on the ground.

JM: The tractor and trailer?

RC: Yeah.

JM: There was one male individual driving

RC: One, yeah one driver, bearded, this bearded fellow. He was alive. He climbed out of the truck himself. I remember he complained of pain in his back and his leg. But he came out under his own power. He was either walking bent over or kind of crawling out. I just don't remember. When he got to the sidewalk, we made him lay down and covered him with some jacket. Somebody brought a jacket and we covered him.

JM: Did you get his name?

RC: No. No, I didn't.

JM: How did you get out of your vehicle?

RC: I climbed over the gear shift, it's a manual transmission, I climbed over the gear shift and got out of the passenger door.

JM: Right, front door?

RC: Yes.

JM: The left front door was inaccessible and you couldn't ...

RC: That's right, yeah, the truck cab was in it.

JM: You were not injured?

RC: Not at all.

JM: There were no other occupants of your vehicle that were injured?

RC: No.

JM: I think you've answered this. Could you tell me what happened to the occupants of the vehicles around you, and the only one that you mentioned was the truck driver.

RC: There was another truck. It would've been, oh, I'm guessing, 30 feet, if I'm heading north, further north. In other words, it came off the top of the Cypress behind the other truck. It was also a truck. I think, again, it was a cab and a tractor trailer. That one, the entire cab was twisted and mangled. I'm sure that the driver didn't survive.

JM: Did you check that truck or not?

RC: Well, what happened was this. After I got out of my car, and the driver of the truck that hit me got out of his, it occurred to me that both his truck and my car were running. So, I went back in my car and shut off my car. Then, I was frightened to go into the truck, but I got some people, some working men on the site to go into this truck and shut it off. Now, the truck behind it that was also running and it was leaking gasoline, oil, maybe its contents, I don't know. One of the working men walked over to check it. He said can't get in there, it's totally mangled. The driver has to be dead.

JM: What color was that truck, do you recall?

RC: I don't remember that.

JM: That truck was some, how many feet north of the first truck that hit your car?

RC: I'm guessing about 30 feet. There was another vehicle right near the corner of West Grant Avenue that, it was some kind of VW bus, VW van. I remember it as being turquoise blue, and it also had come off the top. I believe the driver was alive and moving around and out on the street.

JM: Was that a male or a female?

RC: Male. He was just kind of running and shouting and screaming in the street. But I remember him as being upright and moving around.

JM: So, both of these truck tractor and trailer rigs came off, you think they came off southbound off the east side?

RC: Yeah. That's what, I knew that because the truck driver told me. There's no way that a truck could, unless he was driving the wrong way on the street, could have been facing that direction. The other thing that occurs to me is if you know the upper deck of the Cypress, just before that you've come up from 80 up on the ramp and it curves. I think they were going around the curve, and they were just coming out of the curve when they went off.

JM: You're referring to just north of West Grand Avenue?

RC: Where's the maze on this, I'm just a little disoriented here.

- JM: This is West Grand Avenue here. We're looking at the overhead photograph. The maze is ...
- RC: Here. Now, West Grand Avenue is here. Well, maybe it's not, see, yeah, here's, this is the curve, right? I assume that he had just come out of his curve and flew off. Now I don't know what kind, and I assume that he just came out with forward momentum. Now, I don't know if he could have gotten that far. Maybe it had nothing to do with the curve.
- JM: Here at 32nd Street, if you'll notice in the photograph, we have a truck that is off of the freeway here.
- RC: Is it on, it looks like its on the freeway, not on the street. No, I ...
- JM: You think it's closer to West Grand Avenue.
- RC: Oh, I know it was, because I walked, I was right around, I was right in this vicinity 'cause I ...
- JM: You're pointing about 100 yards south of West Grand Avenue. 200 yards
- RC: Yes, and I walked to West Grand Avenue afterwards.
- JM: Are you aware of any occupants of the vehicles that were around you that were on the surface streets or the freeway that are still trapped or missing?
- RC: None that I'm aware of.
- JM: Again, would you please describe the motion of your vehicle during the earthquake.
- RC: It shimmied left, it appeared to shimmy left and right, not front and back, but left and right, and to me felt similar to having a flat tire, but it's from how the car would steer, but without the bumpiness. There was also a noise. You know when you have a flat tire it goes thump, thump, thump? But the noise was slightly different, and perhaps it was the noise of the earthquake. I did not know it was an earthquake until I got out of the car and people on the street said it was an earthquake.
- JM: Did you have, could you tell me anything about this movement of the structure during the earthquake?
- RC: No, because it would have been directly overhead, and there was no way I could have seen it.
- JM: You didn't see the structure swaying in any direction particularly or anything?
- RC: No, when you're driving on the street like that, the only part of the structure that would be visible to a driver with normal vision and view would possibly be some of the pillars down on the ground. You can't see the upper structure unless you put your head out the window.

JM: So, you didn't notice anything about the pillars in particular?

RC: No. Remember, once this thing started happening, the structure is to my left and above me, and I was looking, my attention was focused out on the right side to pull over.

JM: Is there anything else you could add, do you think, that would help us?

RC: No, it's hard to say. My driver's window was open. My elbow was resting on the window. My elbow was covered, the elbow of my blouse was covered with grease spots, which I assume sprayed out of the truck engine. I don't think I, I guess I don't think I took a direct hit because I can't imagine that my arm would have been undamaged, uninjured.

JM: I think I'll turn off the tape now and conclude the interview at 9:49 a.m. Thank you very much.

D-116, was interviewed by Investigator Paul Wong, #8736, on November 1, 1989, at approximately 1410 hours. The interview was conducted at The statement was tape recorded. The following is an edited transcript of that interview. The following persons were present.

Identification:

PW: Investigator Paul Wong, CHP
EW:

PW: could you state your full name and spell your last name please?

EW:

PW: Do I have your permission to tape this interview?

EW: Yes.

PW: What's your current address right now,

EW:

PW: this is your driver's license?

EW: True.

PW: Your date of birth?

EW:

PW: I understand that you were not on the freeway, the Cypress Structure, at the time of the earthquake, but a pedestrian on Cypress Street?

EW: True.

PW: What side of the freeway were you on?

EW: On the right hand side going towards San Jose area.

PW: Could you tell me where were you about 5, 10 minutes before the earthquake?

EW: At 4:58, I was on Highway 880 in front of Golden Gate Field.

PW: Where were you headed before the earthquake struck?

EW: To Cypress Street, to the reptile shop.

PW: Is that the store that lost the ...

EW: Yeah. I was in there when the earthquake went off. Busy day! Anyway,
...

PW: Where did you park your vehicle? It's what, a '78 Toyota pickup?

EW: Uh-huh.

PW: What color was it?

EW: Yellow.

PW: You parked that on Cypress Street?

EW: On Cypress Street.

PW: Next to the freeway?

EW: Yeah.

PW: After you parked it, what happened?

EW: I got out and I went to the front door of the reptile shop when the earthquake hit.

PW: Do you come down to this area often?

EW: Maybe twice a week? Or, no, once every two weeks.

PW: Were you on Interstate 880 prior to the earthquake?

EW: Yes.

PW: What direction were you going at that time?

EW: South.

PW: What off-ramp did you take?

EW: Cypress Street.

PW: Cypress Street?

EW: Yeah.

PW: When you were on Interstate 880, how was the traffic? Was it light?

EW: Very ... very light.

PW: Do you recall any vehicles in particular that were around you at that time?

EW: No. When I came up Cypress Street ... on the interchange, you have to go over a couple of lanes to hit Cypress Street and be able to go down. There wasn't any traffic coming, it was amazing! I mean, I just zipped right across because if it wouldn't have been clear, I'd have been on the freeway and would have taken the next exit and backtracked, it was close.

PW: You were the only person in your car at the time?

EW: Uh-huh.

PW: Were you still on Cypress when the earthquake struck?

EW: Yes.

PW: What first caught your attention, that something was not right?

EW: Oh, the building I was in was rolling.

PW: You were outside?

EW: Yeah. I was just going into the reptile shop. I've lived in California forever, so I'm used to earthquakes. Then, inside the shop, I stood underneath the door frame that was solid and everything in there was falling. I mean, like there was one big slam, like somebody slammed the door. Then, after the earthquake stopped, I went to the front door of the reptile shop and there was solid dust. You couldn't see out of the shop.

PW: Where did the dust come from?

EW: From the freeway.

PW: From the freeway?

EW: It was falling.

PW: You didn't see the freeway at the time of the earthquake, did you?

EW: No.

PW: When the dust cleared, what did you ... what was the first thing that you saw?

EW: Well, the freeway was totally collapsed. There was a couple of cars where I was at that were on fire. And ...

PW: The cars were on the freeway itself?

EW: No, they were off the freeway. They had been thrown off of the freeway.

PW: Do you recall what type of vehicles that got thrown off?

EW: No, no.

PW: Was it a regular sedan?

EW: A regular car.

PW: Not a pickup or anything?

EW: No. Not where I was at.

PW: How were the people inside? Did they escape?

EW: The people in that car, when I got there, were out. But the people that were in the freeway were hollering and a lot of people were really badly hurt. Some of the people where I was at were dead.

PW: These are people that came off the freeway?

EW: Uh-huh.

PW: When you saw that, what did you do immediately?

EW: Well, I thought I'd be sick, but I wasn't. I had my truck and I have a lot of tools in the back of my pickup like hammers and big pliers and wrenches and things like that. Because I was doing some plumbing, I had lots of blankets and I had extra heavy gloves and I had just bought several new pairs. I proceeded to give this stuff out and help as much as I could and help people that were hurt, and things like that.

PW: Did you notice anything unusual about the freeway structure, or the freeway itself, when the dust started clearing?

EW: Well, I mean, like it had fallen down!

PW: What part? The top or the lower ...

EW: The top.

PW: The top deck?

EW: Yeah. The top and I don't know, I think some of the bottom had collapsed too, because it was very easy ... what happened was the people who were in the top, where I was at, part of it had collapsed all the way down to the bottom level. I think that had fallen some too. Because we formed a line of men and we passed structures over with people on them to get them off of the freeway and it was very easy to do this from this point, to reach these people. We didn't need ladders. There was a lot of debris and stuff, but that was, we formed a line of people and then you could just pass the people down. Yeah.

PW: You said some vehicles came off? Do you recall the total, how many vehicles came off the structure?

EW: I saw one about a block, upside down, and then there was two where I was at, burning.

PW: That came off the freeway?

EW: That came off the freeway.

PW: Were in the people OK in those cars?

EW: I don't know.

PW: Then, you saw numerous other vehicles on the freeway?

EW: On the freeway.

PW: The people were yelling for help?

EW: Yeah. Well, you could hear the people inside the freeway that you couldn't get to. The freeway was so solid together at this point. I mean, there was no way you could get in there.

PW: In terms of how many feet of collapse, can you approximate distances of freeway collapse around you?

EW: As far as I could see!

PW: That far, huh? The whole top structure just came down ...

EW: The whole top was gone. Well, not all of it was down. It was, some of it was totally down on top and then parts of it where I was at, the second freeway was still up. But it had fallen down on the front of this one van and it was like ... that was where most of the dead people came out of, that one van. I mean, they really got it!

PW: Did you hear any loud noise while you were inside the reptile shop?

EW: Yeah. It was like someone just slammed the door, and that was it. It was so fast, and then there was nothing.

PW: Did this occur while the earthquake was still going on?

EW: Yeah.

PW: Did you hear any other noise after it?

EW: No. No, there was no noise after the freeway ... after the earthquake was over, there was nothing. It was just silence.

PW: So, it was pretty instantaneous?

EW: Yeah. I mean, there wasn't a rock, there wasn't anything hanging, like a piece of concrete, that was weight and dropped, I mean nothing. It was just like that was it!

PW: Do you recall any of the people that helped the injured get down at all?

EW: A lot of people in the reptile, that are employees of the reptile shop, especially a young, blond-haired guy with a mustache, a short guy. Yeah, he was excellent. He was just right in there. Then, there's a computer place right next door where a lot of people whose cars were parked underneath the freeway were real busy during that.

PW: You weren't hurt from the earthquake, were you?

EW: No.

PW: How much damage did your car sustain?

EW: The driver's door is demolished.

PW: What caused that?

EW: Piece of the freeway?

PW: That came off?

EW: It came off and hit my car. It also hit the top of the cab of the car. If I'd have been in it ... it was full of ... I mean, just really demolished this door. Plus, all the glass was thrown inside the car also. I was very lucky.

PW: The snake shop, was that on the west side of the Cypress Structure or the east side? West would be towards the Bay.

EW: The west side.

PW: That's the side you were on, on West Cypress?

EW: Uh-huh, on the West Cypress.

PW: How did the people on the ground help most of the injured and the people on the freeway down?

EW: Well, people who were ... well, everybody was just prying open vehicles. They were trying to get people out as best they could. The fire department was there immediately and they had stretchers and I mean, everybody was just helping everybody else. There were people who had a really shaky ... I mean, it was a nice double hung aluminum ladder, but there was two guys trying to get out a big heavy set black kid who was hurt pretty bad, and they had a rope underneath his arms and they were trying to sandwich him in this ladder. I go, "Oh, I can't watch this!". There's five guys holding this ladder down below. The ladder was not built for the weight of all these people and I thought, oh, this is another disaster. But they made it. The kid was not very coherent. He kept limp, going limp on them anyway.

PW: Were you aware of any other vehicles around where the driver or the passengers were trapped inside?

EW: Huh-uh. Not other than the freeway people.

PW: Do you have any idea how many cars on the freeway that were ... people inside were yelling for help or anything like that?

EW: No. Because the people that were hollering for help, most of them could

not be reached because they were inside this area. You could look inside there.

PW: Could you see the cars in there?

EW: The fireman could see. He could stick his head in there and he saw three cars inside this area.

PW: But there were people alive in there?

EW: There were people alive in there at one point.

PW: Did anybody attempt to go underneath to rescue them or anything like that?

EW: They couldn't get to it. They did! They attempted to go in there and from the side of the freeway where we were at, there wasn't any way of getting in there. The freeway was so closed and so squashed at this point.

PW: Was the Fire Department trying, attempting to get in there, or was someone else?

EW: Everybody.

PW: Everybody?

EW: Everybody!

PW: It's amazing how people ... they wouldn't think about their own lives when they were trying to ...

EW: I know. I thought about that because you don't know if there's an afterquake going to hit and the structure was so unsound at this point. The guys across the other side of the street had forklifts and they were taking double storage containers and lifting them up and trying to get people off of there. These are all, including myself, very unprepared and very untrained people for ... I mean, I don't know anything about first aid. Maybe ... I mean, I don't know ... I don't have any training in this.

PW: I mean, all you can do is help with what you know, really and ...

EW: Yeah. It's not like you should not touch the person in the car and wait until proper help comes. Because under the conditions that were going on, it was just trying to get these people to a place as best you could.

PW: Can you describe the motion of the building at all?

EW: Where I was at?

PW: Yeah.

EW: The floor was rolling in there.

PW: In which direction?

EW: Oh, I really don't know. I mean, the ...

PW: Just rolling from one side to side, or ...

EW: Yeah, but I don't know. You can tell ...

PW: I hate to bring it back, but this is my ...

EW: Yeah, it's OK. But I don't know. It was just an earthquake. I've seen an earthquake. I've been sitting ...

PW: Have you ever experienced an earthquake of greater magnitude, or ...

EW: Yes.

PW: You have, huh?

EW: No, not ... no. The last big one in San Francisco. I was in a high-rise building under construction. I worked as a high-rise building project coordinator. I have a degree in building and design. It was great! I mean, because our building stood up and nothing fell off and all the windows hung in there! We were real pleased that we survived the earthquake and in San Francisco as well. But that was over a 6 point earthquake.

PW: Yeah, that was probably a lot greater because the epicenter was down in the Santa Cruz area on this one.

EW: I think it just depends on how it ... I was ... a couple of ... maybe last summer, I was hiking down in Big Basin and we hiked to one of the waterfalls there, and then we hiked out and there was maybe 10 of us, and we were sitting on the ground in back of the parked cars having a glass of wine and some crackers, and we saw an earthquake coming. We were sitting there looking at the road and the road was like waves coming at us like this, you could just see it coming up the road. I says, "There's an earthquake coming!" and the other guy turned around and looked and he saw the road waving also. The other people who were leaning against the car accused everybody else of shaking the car and "we don't believe there was an earthquake" but we saw this thing!

PW: But all you can describe is a rolling ...

EW: Feeling.

PW: A rolling feeling, huh?

EW: Um-hum. There was ... there was the earthquake and then all of a sudden, you just knew it wasn't a normal earthquake. It felt different. It was really hard. The pre-big shake, the beginning of the earthquake, seemed like it lasted for a long time.

PW: At the location you were, was there one major jolt or several that you recall?

EW: One.

PW: One only.

EW: One continuous.

PW: Continuous?

EW: One continuous. When the earthquake stopped, the freeway ... from the time the earth ... when I walked in the store, and the earthquake started when I walked in the front door, and then I ran for the door frame. When it was over with ... the newspaper said 15 seconds, that was it. There was nothing ...

PW: It seemed longer?

EW: Oh, yeah. It was ... all the reptile aquariums, where I was at, were falling off. I never really thought about these guys, the snakes and things like that. There are big snakes in there; they have king-size boa constrictors and pythons in there. They are enormous. But they are in cages on the ground, big wooden crate things with glass so they didn't fall. It was all the little snakes and lizards and tarantulas and things like that. I was so close to the front door, I just ... I wasn't in the back of the store when all this junk went. I didn't have to deal with the glass too much.

PW: Can you think of any people that really risked their lives to help the injured and the people that were on the freeway? Any particular person or anything like that?

EW: No. Just the blond-haired guy in the reptile shop. Yeah, I mean, he was just right there. He was opening trucks ... I was very impressed with this young guy.

PW: That's good. You don't know his name though?

EW: No.

PW: How old was this guy?

EW: He's in his early twenties.

PW: Clean shaven?

EW: No. Mustache, I think. A small framed man, but he works there regularly in the reptile shop.

PW: He's what ... about how tall is he?

EW: 5'6" maybe?

PW: Weight-wise?

EW: 130-40 pounds. He's not big, he's very small. He's not fat or anything.

PW: Is there anything else you'd like to add, before ...

EW: No. I guess except everybody there just did a tremendous job, the fire guys, the ambulance people, the neighbors ...

PW: Everybody did a tremendous job.

EW: Right.

PW: That's all I have as far as questions then. I'm going to end the interview at this point.

